PUBLIC SAFETY

FEBRUARY 1950

Jaywalking Judy thinks her valentine's sweet—
But she may be really swept off her feet!

WHO'S WHO *in* Safety

MODEL 10 AUTOMATIC SIGNALS

1ST name in GRADE-CROSSING SAFETY

1ST in LIFE-SAVING PERFORMANCE

No other safety device protects the traveling public so surely, so dependably as time-tested Model 10 Automatic Signals. Model 10's have been in use nearly twelve years, yet NOT ONE FATALITY has ever occurred as a result of operation failure on the part of these signals.

1ST in RECOGNITION

The New York Museum of Science and Industry awarded a special Certificate of Merit to the manufacturer of Model 10's, after a national survey revealed that these automatic signals had established an unparalleled safety record.

1ST in SERVICE AROUND THE WORLD

Today, nearly a hundred railroads, in the United States and in many foreign countries, have chosen Model 10 Signals to guard their most hazardous crossings — PROOF that Model 10's are the

Best Buy in Safety

U.S. Pat. Nos. 2,137,196; 2,362,710; 2,373,579 Paid in Canada 6-27-39 Other patents pending

Write for Brochure 748—PS2

1ST SUCCESSFUL Automatic GATE

Model 10 design has been imitated, but Model 10 performance has never been duplicated.

Model 10

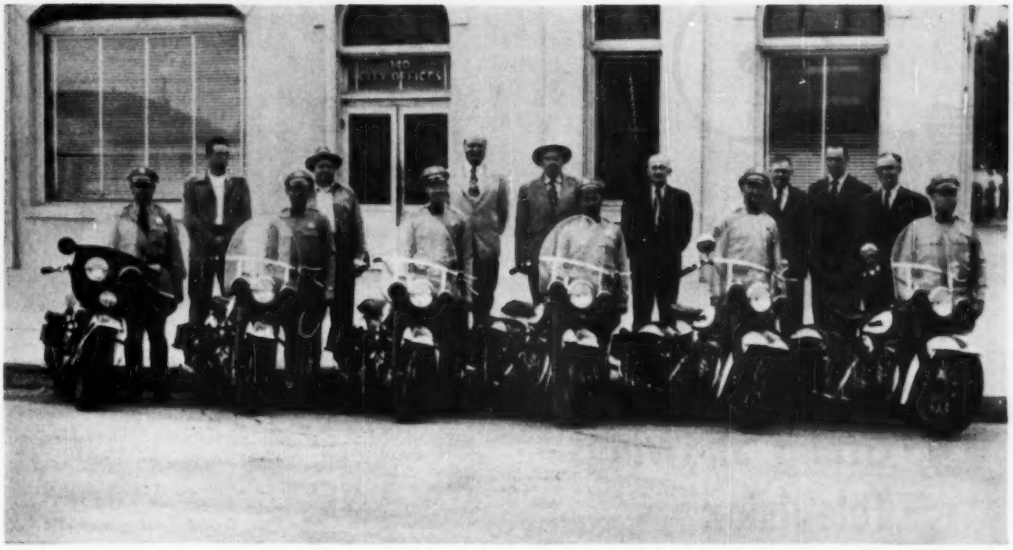
AUTOMATIC GRADE CROSSING SIGNALS
PRODUCT OF
WESTERN RAILROAD SUPPLY COMPANY
CHICAGO 8, ILLINOIS

LEADING MANUFACTURER OF GRADE CROSSING SAFETY DEVICES — MAKER OF RAILWAY SIGNALING ACCESSORIES

MONTEBELLO MODERNIZES

with FM 2-way radio equipped

HARLEY-DAVIDSONS



Montebello, Calif., Traffic Squad, with left to right, back row: Councilman Jack Tilley; Carl Peterson; Rich Budelier, Harley-Davidson dealer; Police Chief L. B. Maxwell; Councilmen Wm. Jackson, Hugh Leonard; City Administrator McGuire; and Mayor R. C. Capps. Left to right, front row: Officers Robert Noville, Jack Lively, Harry Martin, Ernest Aguirre, Roger P. Ward, Capt. Marquis L. Peek.

CHIEF L. B. MAXWELL and the City of Montebello can well take pride in the city's fine Traffic Squad and in the new, powerful Harley-Davidson Motorcycles which will help the squad maintain its reputation for effective traffic control. Each motorcycle has 2-way FM Motorola radio, in addition to many other features designed for the convenience, comfort and efficiency of the motorcycle officer.

Addition of the new motorcycles to the Montebello traffic squad was the result of recognition by forward-looking Chief of Police L. B. Maxwell, Mayor Capps, and City Council members that the best way to control increasing traffic and prevent rise in accident rates was to increase the use of police motorcycles.

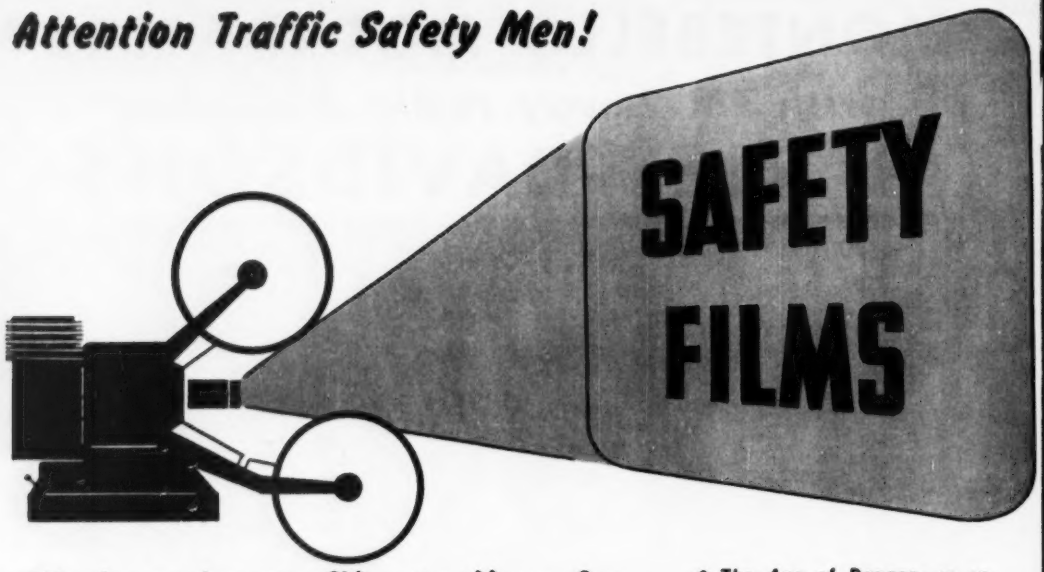
In your city, also, increased use of motorcycles will enable your police department to meet modern traffic problems with utmost efficiency and will help it hold accident rates to a minimum. Ask your Harley-Davidson dealer to call on you with complete information, or write

HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee 1, Wisconsin

HARLEY-DAVIDSON

MOTORCYCLES POLICE BETTER TRAFFIC CONTROL **SERVI-CARS**

Attention Traffic Safety Men!



6 *brand new film trailers for*
• Group Showings
• Television
• Theaters

Here are one-minute traffic safety messages that will sell safety to your community. Each film dramatizes unforgettably the consequences of heedless pedestrian and driver actions. And each film demonstrates correct, life-saving practices.

CLEARED FOR TELEVISION!

These films have been made to conform with the technical problems of television. May be used without additional editing and without involved problems of securing clearances. These film trailers conform with standard practices, and are available with standard or special tailpieces. See Service Guide 2.4 for additional information about trailers.

Operation Safety Film Trailers are available with standard tailpieces at prices listed below, or may be ordered with special tailpieces allowing specific credits for the sponsoring organization.

Wording for the standard tailpiece: "This message presented by YOUR SAFETY OFFICIALS in cooperation with the National Safety Council, and brought to you through the courtesy of this theater."

PRICES

Quantity orders to receive benefits of the price schedule may include all one film, all six films, or any desired assortment. (Prices include standard tailpieces only—special tailpieces extra. Write for additional information.)

35 MM PRINTS:
1- 5 prints . $8.75 each
6-29 prints . 8.00 each
30 or more prints . 7.25 each

16 MM PRINTS:
1- 5 prints . $4.25 each
6-29 prints . 3.75 each
30 or more prints . 3.25 each

TRAFFIC AND TRANSPORTATION DIVISION

NATIONAL SAFETY COUNCIL

20 NORTH WACKER DRIVE, CHICAGO 6, ILLINOIS

1 ***The Age of Danger***—an appeal to drivers to be on the alert for aged pedestrians . . . and to all pedestrians, themselves, to walk with care.

2 ***One Good Turn***—dramatic account showing the results of ignoring a good turn in traffic plus a reminder of how easily disaster could have been averted.

3 ***A Life in the Balance***—a comparison of skilled bicycle riding with all too often fatal blunders of the untrained rider.

4 ***The Road Hog***—story of how a road hog's discourtesy prepares conditions for manslaughter.

5 ***Your Responsibility***—an admonition that, unless safety rules become *habits*, a child may forget when alone on the streets—with fatal results.

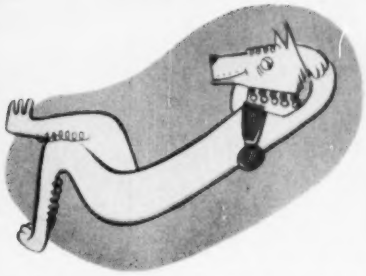
6 ***The Night Flyer*** — dramatic answer to the question, "Can the speeder at night see danger in time to avoid a tragic accident?" The answer is *no*—calling forth suggestions necessary to decrease night accident toils.

PUBLIC SAFETY

FEBRUARY, 1950

VOLUME 37, NUMBER 2

. . . BETWEEN STOPS . . .



Every so often, some writer, cartoonist or tinkerer with the ideas of people comes up with an inspiration which hits the jackpot. In recent memory, such characters as Rudolf, the red-nosed reindeer, Ferdinand, the bull, and Mickey Mouse have taken a hallowed place in the family folklore of the nation. Their names have become household words throughout the land. For they are known, loved and listened to by goggle-eyed youngsters and sophisticated oldsters alike.

We nominate "Rover" to joint this distinguished cast of characters, for this canine hero of the District of Columbia is cast in the same mold. "Rover" is the hero of the newest piece of literature in the traffic safety field, "The Story of the Talking Dog," recently published by the D. C. Government.

Creators of the fascinating dog character are Mrs. Elinor Kirwan, administrative assistant, Commissioners' Traffic Advisory Board, and Artist Lee Gerlach, whose sketch appears above. Mrs. Kirwan will be remembered as public education consultant on the staff of the National Safety Council.

To state it briefly, we think "The Story of the Talking Dog" is doggone good!

* * *

One of our favorite authors in the field of traffic safety is Harold Helfer, conductor of the feature, "The Traffic Light," in the *California Highway Patrolman*. Here's an item culled from a recent issue:

"The eagle eye of Travis Belcher, Jefferson County, Ala., license inspector, spotted something wrong about the big trailer truck. They halted it and arrested the driver, William Stallings. Stallings, who worked for a transport company, was delivering a cargo of 27,000 1950 auto tags to the county.

"The charge: Having the wrong tag on his truck."

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REG. U. S. PAT. OFF.

By **William C. James**, Director, Statistical Division, National Safety Council.

THE downward trend of motor-vehicle deaths continued through 1949, with a total of 31,500 compared to the 1948 total of 32,259.[1]

This is a small reduction, but the fact that it was accomplished despite a 6 per cent increase in motor-vehicle mileage makes it a noteworthy achievement.

The decrease in deaths and the increase in mileage combined to produce a sharp drop in the mileage death rate.[2] The 1949 rate was 7.4 per 100,000,000 vehicle-miles, or 9 per cent less than the 1948 rate of 8.1.

The 1949 mileage death rate was the fourth successive annual "record low." The 1946 rate of 9.8 was the lowest up to that time, but it was followed by 8.8 for 1947, and 8.1 for 1948. The 1949 rate was nearly 25 per cent less than the 1946 rate.

While the 1949 death total is based on preliminary information, and, therefore is subject to change as more complete figures become available, at no time during the past 11 years has the first estimate—as of January 25—varied more than 2 per cent from the final count.

Deaths from all accidents totalled about 91,000, a decrease of 3 per cent from the 1948 total of 94,000. (See table on page 7 for statement on changes in death classification in 1948). Public non-motor-vehicle deaths decreased 500, occupational deaths 1,000, home deaths, 1,000 and motor-vehicle fatalities 700 (all approximate figures). The changes in non-motor-vehicle deaths were indicated by reports from state registrars of vital statistics in 25 states, all of which covered periods of from eight to eleven months.

Urban-Rural Distribution. The reports show that the reduction in motor-vehicle deaths was limited to urban areas. According to these reports, 14 per cent fewer persons were killed in cities and towns in 1949 than in 1948; 3 per cent more persons were killed on rural roads. The differences between 1948 and 1949 are estimated from monthly reports of 42 states for from 10 to 12 months.

It should be noted that a preliminary indication of an even larger increase in rural deaths was observed a year ago, but final reports showed no great change from the previous year.

Type of Accident. Reports of the monthly type of accident distribution were received from 28 states for pe-

[1] It should be noted that the death of a person in a motor vehicle accident is reportable as resulting from that accident if the person dies within six months of the accident. This fact, plus the preliminary nature of state reports, is an additional reason why it is impossible to present a final estimate at this time.

[2] The travel estimate is based on state gasoline consumption reports for 10 months, with a scattering of reports for November. All show higher totals than in 1948. The decrease in motor-vehicle deaths coupled with a certain increase in travel indicates that the rate is almost certainly improved from last year, indicating the lowest mileage death rate ever recorded.

riods ranging from 6 to 12 months. These reports indicated a reduction in pedestrian deaths of 10 per cent, but an increase of 1 per cent in nonpedestrian deaths. The only increases noted were in deaths from collisions with fixed objects and from noncollision accidents. Multiple vehicle collision fatalities numbered about the same as in 1948. Small decreases were indicated for other types of accidents.

Age. Monthly reports from 27 states ranging in completeness from 6 to 12 months, when adjusted to compensate for incompleteness of reporting, showed that the reduction in motor-vehicle deaths was limited to persons 5 to 24 years old and 45 years old and older. Children under 5 years and persons 25 to 44 years old recorded increases in deaths.

Summary. Preliminary state reports show that the national traffic accident prevention program has continued to show progress through 1949. It has been most effective in urban areas. The reductions in death totals have been most pronounced in collisions of motor vehicles with pedestrians and with railroad trains. Changes in the small totals of collisions between motor vehicles and street cars, bicycles, or animals and animal drawn vehicles are hardly significant for these preliminary estimates, but decreases were also indicated in these totals.

The age groups most affected by reductions were 5 to 24 years, and 45 years and older.

December Experience. Of 44 states reporting for December, 18 had decreases, 22 showed increases and 4 reported no change. The estimated death total for December was 3,150, compared with 3,080 a year ago. This is an increase of 2 per cent.

Based on reports from 415 cities, the increase for December was 1 per cent. Of cities reporting, 94 indicated decreases, 102 had increases and 219 showed no change. Perfect records for December were reported by New Haven, Conn., Chattanooga, Tenn., Kansas City, Kan. and 236 other

Next Page

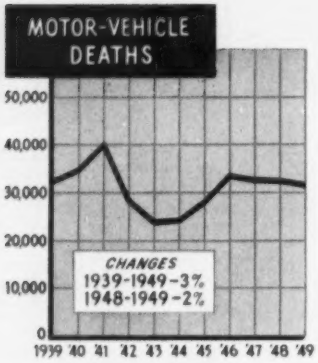
FIRST 1950 FACTS

FACTS contained in this article constitute the preliminary Condensed Edition of *Accident Facts for 1950*, prepared by the Statistical Division of the National Safety Council.

This Condensed Edition is issued to meet public demand for prompt, though incomplete, information on the 1949 accident totals.

All 1949 figures are subject to revision upon receipt of later information. The regular edition of *Accident Facts* will be issued in July and will contain a complete analysis of 1949 accidents.

Single copies of the Condensed Edition of Accident Facts may be obtained from the National Safety Council without charge. The charge in quantity orders is 1c each.



cities of smaller size. A no-fatal-accident record in December is noteworthy because of the rather large death totals occurring nationally in that month.

State and Regional Record—1949. Among the 44 states reporting their experience for the full 12 months, 29 reported decreases, 2 showed no change and 13 had increases. A year ago, at this time, 45 states had reported their experience for the full 12 months, and of these, 22 showed decreases, 19 had increases and 4 no change.

The combined reports of states in the South Atlantic Region showed an increase from 1948, while the reports for states in each of the other regions indicated decreases or no change. The comparison between 1947 and

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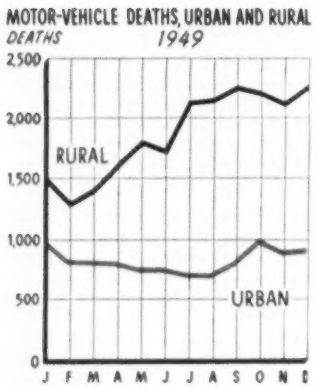

THE NATIONAL ACCIDENT FATALITY TOLL

	Sixth Revision, International List of Causes of Death*		Change	Fifth Revision of List*
	1949	1948		1948
ALL ACCIDENTS	91,000	94,000	—3%	*98,001*
Motor-vehicle	31,500	32,259	—2%	*32,259*
Public non-motor-vehicle	16,000	16,500	—3%	*17,000*
Home	30,500	31,500	—3%	*35,000*
Occupational	15,000	16,000	—6%	*16,000*

Note: The motor-vehicle totals include some deaths also included in the occupational and home totals. This duplication amounted to about 2,000 deaths in 1949, and 2,200 in 1948. The 1948 Fifth Revision all-accident and motor-vehicle totals are National Office of Vital Statistics figures. All others are National Safety Council estimates.

*On January 1, 1949, the Sixth Revision of the International Statistical Classification of Causes of Death, adopted by vital statistics authorities in many countries, became the official method used in the United States. This Revision incorporates certain changes in methods of classifying deaths which result in many deaths of old persons formerly attributed to accidental injuries being classified to diseases.

In this table the 1948 figures are classified according to both the Fifth and Sixth Revisions, in order to show the size of the change made in the accident totals. The Fifth Revision figures are comparable with those for earlier years; the Sixth Revision figures, with those for 1949.

ALL ACCIDENTS

Killed—91,000. Down 3 per cent from 1948.

Injured—9,400,000.

Cost—$7,200,000,000. Includes wage loss, medical expense, overhead cost of insurance for all accidents; interrupted production schedules, time lost by workers other than the injured, etc., due to occupational accidents; and property damage in traffic accidents and fires.

Deaths of children under 5 years decreased 2 per cent from 1948, and those of children 5 to 14 years decreased 7 per cent. Changes in adult groups were: 15-24 years, down 8 per cent; 25-44 years, down 1 per cent; 45-64 years, down 4 per cent; 65 years and older, down 1 per cent.

Fatal falls numbered about 2 per cent less than in 1948—24,200; burns decreased 6 per cent to 7,800. Drownings were unchanged at 6,800, and firearms accidents unchanged at 2,200.

The 1949 death rate per 100,000 population was 61.2. This is the lowest rate on record, the next lowest being 64.3 for 1948.

OCCUPATIONAL ACCIDENTS

Killed—15,000. Down 6 per cent from 1948.

Injured—1,850,000, or 8 per cent less than in 1948.

Cost—$2,600,000,000. Includes cost of interrupted production schedules, time lost by workers other than the injured, etc., as well as wage loss, medical expense and the overhead costs of insurance.

Total all-industry employment was about 1 per cent below 1948. Manufacturing employment, alone, decreased 7 per cent.

Coal mine deaths numbered 593 in 1949, or 41 per cent fewer than in 1948. Part of the decrease was due to a reduction in man-days worked.

Railroad employee fatalities totalled 301 in the first nine months of 1949, a 29 per cent decrease from the comparable 1948 figure. The nine-month injury total was 17,126, or 27 per cent below 1948.

WORKER ACCIDENTS

Killed—45,500, a 4 per cent decrease from 1948. On job, 15,000, off job, 30,500.

Injured—4,300,000, a 6 per cent decrease from 1948.

Time lost, including indirect, amounted to 400,000,000 man-days, equivalent to the shut-down of plants with 1,500,000 workers.

PUBLIC ACCIDENTS
(Not Motor Vehicle)

Killed—16,000; down 3 per cent from 1948.

Injured—2,000,000.

Cost—$600,000,000.

The decrease was limited to persons 15 to 64 years old. Children under 5 years of age and persons 65 years old and older had about the same number of deaths as in 1948. Children 5 to 14 years old recorded a small increase.

AIRPLANE ACCIDENTS

There were four fatal scheduled air carrier accidents in 1949 in passenger-carrying operations. Death totals were: 93 passengers and 12 crew members. The passenger death rate per 100,000,000 passenger-miles, based on preliminary information, was 1.3, or the same as in 1948.

HOME ACCIDENTS

Killed—30,500. Down 3 per cent from 1948.

Injured—4,500,000.

Cost—$650,000,000.

Persons 45 to 64 years old had about the same number of deaths as in 1948. All other age groups shared in the decrease.

MICHIGAN STUDIES HIGHWAY SPEEDS

By Charles M. Ziegler

Commissioner, Michigan State Highway Department

MICHIGAN will use radar this year for the first time to check vehicle speeds on the streets and highways of the state. A radar speed detector has been purchased and will be put to work at once.

This is in line with the State Highway Department's policy of developing modern methods of traffic control to further advance public safety and convenience in the use of streets and highways.

Data obtained from the radar speed meter will be used by engineers to formulate control regulations and techniques in connection with signs, signals, marking and highway design. The new radar device is portable, highly accurate and far superior to our present method of recording vehicle speeds with the aid of mirrors and stop watches.

At present, the Michigan State Highway Department is launching an extensive program of checking each of the state's 600 speed zones to determine whether changes should be made in speed limits in relation to changes in traffic conditions. Many of these speed limits were established years ago and do not fit present traffic requirements.

Under the provisions of the motor vehicle law, the State Highway Commissioner and Commissioner of State Police have the joint responsibility of deciding—upon the basis of engineering and traffic investigations — the speed of vehicles on our highways and the Highway Commissioner is authorized to establish speed zones upon all trunkline highways outside of business districts located within cities and villages.

The limit of speed is based upon what is reasonable or safe under existing conditions. Factors that determine those conditions are traffic volumes, width of the roadway, type and condition of the highway and roadside development.

For operating convenience, the new instrument is in three parts; a transmitter-receiver unit, an indicator-amplifier unit and a power unit. The transmitter-receiver unit is located near the roadway adjacent to the vehicles to be detected. The other two units are placed nearby at the convenience of the operator.

The speed meter utilizes microwave radio frequency radiation beamed at the advancing or receding vehicle in the operating zone and reflected back from the vehicle to the transmitter-receiver. The instantaneous true speed of the vehicle is read directly on the scale of the meter in the indicator-amplifier unit. Provision is also made for the connection of auxiliary equipment which records, in graphic form, the speed of every passing vehicle, furnishing a permanent record of the readings which are simultaneously shown on the meter.

The instrument operates interchangeably from a standard 6-volt automobile storage battery or 120-volt alternating current. It is quickly set up at the desired location at the roadside and is immediately ready for operation. The operating zone extends for about 150 feet in front of the instrument. The speed range is up to 100 miles per hour.

This new system will enable the Department to determine accurately the speed movements of all of the vehicles passing within the checking area. Under the system presently being used, it is possible to check only those vehicles which are spotted by the operators within their given checking points. Accordingly, it will not only speed up traffic checks but will also eliminate human errors that naturally develop through stop-watch checking. The graphic recorder will enable the operators to record more easily the speed of the different types of vehicles, such as passenger cars, trucks, trailers, buses, etc.

Michigan has always emphasized the importance of traffic studies and been in the forefront of states featuring uniform traffic markings. Last year, for instance, we marked Michigan trunkline pavements with 12,000 miles of yellow, black and white painted lines.

Orderly and safe movements of traffic on our highways depend to a large extent upon pavement markings, and unless statewide uniformity is obtained, these markings tend to confuse, rather than expedite traffic. In an effort to obtain such uniformity, the Michigan State Highway Department follows national standards, on all trunkline highways. The State Highway Department repeatedly urges cities, villages and road commissions to conform to these national stand-

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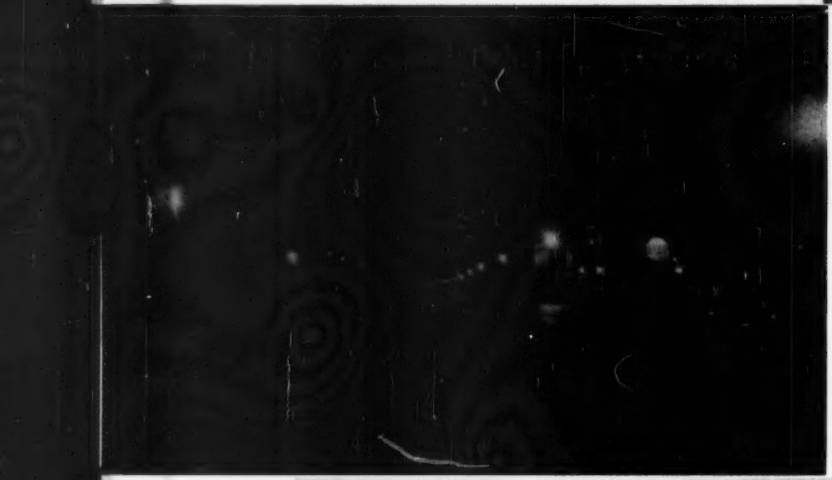
After lighting and signal improvements were completed, intersection of Green Bay Road and Wilmette Avenue (above), in Wilmette, looked like this. The view below shows same intersection, from about same spot, prior to installation of new 21-lumen mercury vapor lights and vehicle actuated signals. Blueprint on page 10 shows technical details.



Wilmette

STAND on a street corner in Wilmette, Illinois, on any weekday and watch the traffic stream by. Look at this suburban town of 18,500 population and you'll admit that it doesn't take a traffic expert to determine that the through traffic—some 75,000 vehicles on a typical week-day—couldn't possibly (originate or terminate here) be local. Add the local traffic and the vehicle count would crowd 100,000.

Wilmette is not an industrial community as one might guess. But rather, it is strictly a very quiet residential village, proud of its fine parks and schools, and situated about 16 miles north of Chicago's loop on the shores of Lake Michigan. Its registration of 5,800 vehicles is close to the average of communities its size. It covers 5 square miles in area, has 59 miles of paved streets and is part of a chain

The author is a graduate Civil Engineer, University of Cincinnati. He served as Captain in the Corps of Engineers, United States Army; worked in the Highway Division of the Tennessee Valley Authority, and served as construction superintendent, Contracting & Material Company, Evanston, Ill.

Two views of Central Avenue, looking east from Wilmette Avenue. View at left shows street as it is now—angle parking on one side, parallel on the other. The right-hand photo was taken before improvement, when traffic moved along street with cars angle-parked on each side. Parking change straightened out tangled traffic.

of communities along Lake Michigan from Chicago to almost the Wisconsin state line. There are three distinct business districts which, of course, create unusual problems.

At first thought one might conclude that a residential community next to a city of nearly 4 million people might not have a too great problem in handling traffic. However, pushing 75,000 or more cars through this village each day—their drivers always in a hurry to get to work or back home in the evening—is by no means an easy self-solving problem. The arteries of transportation must be continuously probed for sore spots. These motorists want to get to their work in the morning and home at night without unnecessary delay. And when delayed, they are not backward in letting you know about it.

Problems of moving traffic in this suburban residential community are, therefore, just as great as those found in rural communities in Oklahoma, Minnesota or Texas to which must be added the complex metropolitan traffic problem which is singularly different in that it involves the movement of large volumes of vehicles.

Wilmette's biggest stream of traffic flows north and south on four major arterials. However, enough traffic originates from western communities and state highways to cause bothersome turning movements and cross traffic along these four major north-south highways.

Adjacent to the tracks of the steam railroad which serves all the North Shore communities, is one of the major arterials (Green Bay Road) carrying 12,000 to 15,000 vehicles daily. The railroad and Green Bay Road pass through the heart of the principal business district and intersect three very important cross streets at grade. Almost squarely in the center of all of this confusion is the railroad station used by most of the commuting population.

For many years 3-way stop signs controlled traffic at each of these three important intersections, giving right-of-way to traffic from the railroad

Next Page

The Author

waves 'em through

By Robert C. Sale
Village Engineer, Wilmette, Ill.

Top photo at right shows Ridge Road looking north, just south of Lake Street in Wilmette. Note parallel parking lanes marked and cars in stalls along both sides of the street. Parallel parking improves traffic movement, sight distances and reduces congestion. In the lower photo at right, police officers use new street marker to paint parking stalls, crosswalks, etc. Such work is taken on as part of their regular duty.

As shown in the photo at left below, SLOW pavement marking and sign installation plus removal of confusing jumble of directional signs in background mark improvement of Sheridan Road (Illinois 42) at Michigan Avenue in Wilmette—looking south. View at right below is same location prior to improvement.

Wilmette Waves 'em through

From Preceding Page

tracks. During evening rush hours particularly, traffic was controlled by police officers who placed portable signs in the center of the intersection to prohibit left turns. Despite this tight control, traffic during rush hours was jammed for blocks, admittedly creating a mess.

After years of conferring with the three agencies involved: the railroad company, the State Highway Department and the Commerce Commission, devices were agreed upon which satisfied the requirements of all concerned.

Finally, after long waiting and lengthy conferences, construction started in early 1949 on the installation of full actuated traffic control signals at each of the intersections with automatic volume density controllers and railroad preempting units. In addition railroad flashing lights were installed with existing gates and interconnected with the traffic control signals.

Now, when the gateman gets the signal of an approaching train, he presses a button that turns all the lights red except the one affecting westbound traffic. That light remains green long enough to clear all cars off the railroad tracks, then automatically turns red as the gates come down. Right-of-way is then given Green Bay Road until the gates go up again and the railroad crossing flashing lights go off, when normal operation is resumed.

The vehicle actuated signals are somewhat like "robot traffic police." They add, subtract and remember, keeping constant check on traffic approaching from each direction, insuring that the green "go" is always apportioned between the two roads in direct ratio to the traffic demands of each.

The signal requirements are established from impulses sent from rubber plate detectors set in the road surface and operated by the pressure of passing vehicles. The record of their presence is sent to the electronic dispatcher which regulates the signals.

For added protection and safety, 21,000-lumen mercury vapor lights were mounted on 26½-foot, gooseneck poles, and installed at each intersection. Now traffic moves safely and without unnecessary delay along Green Bay Road through the Village of Wilmette.

The costs of both lighting and signal installation approximated $48,000.

This improvement was part of a coordinated program undertaken by several adjacent communities through which Green Bay Road passes. Several years ago officials of these communities, including Wilmette, came to the conclusion that the only practical solution to the problem of traffic flow on this important highway and to avoid possible bottlenecks, was to work together in arriving at the best possible solution to the problem.

Editor's Note: The completion of this effective signal installation is a tribute to the officials of the North Shore village governments involved and who shared a common concern in the solution of this traffic control and accident prevention problem. The efforts of these officials, both elected and appointed, were marked by interdepartmental cooperation and coordination worthy of great municipalities. Their civic teamwork proved not only notable and praiseworthy but also remarkably effective in meeting the situation adequately.

Parking in the Village of Wilmette is no different than in other communities. It, perhaps, is the number one problem and always a headache. Knowing that parking problems of a business district will never be solved at the curb, yet curb parking must receive full and appropriate attention, machinery was started to do something about providing better parking and to reduce congestion on business streets caused by angle parking.

In the late months of 1947, merchants and other interested persons were approached to discuss the possibility of changing all angle parking in the business districts to parallel parking. It didn't take very long to learn that you just don't go out and change all of your angle parking in one day without running into stiff opposition. There was plenty of opposition and so for a short time the problem of curb parking was shelved.

A few months later studies were made to prove factually that angle parking on both sides along business streets could be changed to a combination of angle and parallel parking with very little sacrifice to actual turn-

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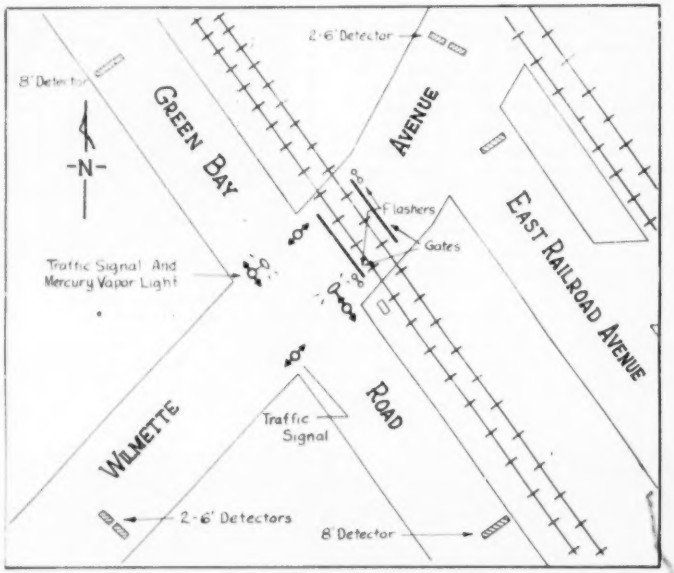

Blueprint above gives an idea of complicated signal operation at intersection of Green Bay Road and Wilmette Avenue. Coordinated traffic movement is achieved by synchronization of vehicle actuated traffic signals with railroad crossing gate operation plus relighting of hazardous corner.

Accident Number 10,000

By Dr. Henry H. Hill

WITH the feeling of nearing the end of a journey I felt relaxed, unexpectant of danger or accident. I glanced over to see what two highway trucks were doing on the side of the road. And—in the meantime—a truck up ahead parked on the two-lane highway. The Chevrolet, following the truck, was able to stop, but I could not and smashed into it, in turn knocking it into the rear of the truck. The Chevrolet driver was unhurt, but my wife sustained a comminuted fracture of the leg, extending into the knee joint. *Comminuted*, I soon learned, means *shattered*.

Strangers appear from everywhere, one phones for the ambulance, another —a Texas nurse whom I would like to thank again—renders intelligent first aid. The state patrolman is late arriving, because most of the patrolmen are aiding in the tornado disaster of the day before. I report to the county deputy sheriff of Lonoke County and to the patrolman, leave with the ambulance to take my wife 23 miles to Little Rock. A good bone surgeon put my wife's leg in a cast and treated her and my minor injuries.

I had a chest X-ray, an antitetanus shot, was given some pain-killer tablets, and went to a local hotel to start doing the things necessary after an accident.

I had asked the patrolman to send my car to the dealer in Little Rock. So first of all, a call to the dealer. No car! A call to the state highway patrol office, repeated twice, revealed that something was wrong. My car had been placed in Tom Scott's garage at Lonoke, a small town near the scene of the accident, and I was charged with reckless driving and would have to put up a $200 appearance bond.

By now I had my American Automobile Association envelope out before me, with my membership card, my automobile insurance service card, bail bond certificate, driver's license, and American Automobile Association certificate of automobile insurance.

First I called the Triple A, explaining my situation, and was promptly referred to a Mr. Baldwin, whom I never saw but with whom I had several chats that afternoon and the next day. I had what turned out to be the naïve idea that the Triple A, the insurance company or the National Surety Corporation would furnish bail bond so I could get my car to Little Rock and get started on repairs.

But no. This was a $200 appearance bond, it seems; and even though Mr. Baldwin should go to Lonoke—but, first, he couldn't if I had been drinking—and furnish the appearance bond, I would have to appear anyway or forfeit the $200. Therefore, why not appear and be done with it? He had me there. My best estimate is that it takes a minimum of four telephone calls to get anyone out of an office chair for any non-vital purpose connected with an accident. In fairness to Mr. Baldwin, he did finally offer to go and put up the bail; but by that time the trial seemed much more attractive.

A call to Sheriff Jackson of Lonoke. Not in. Talked to deputy. A call to Lonoke Superintendent of Schools, Jim Abraham, a friend of many years ago when I lived in Arkansas, but he was out of town. So I spent the remainder of the afternoon attending to necessary notifications and matters of importance.

After a visit to the hospital next morning, I resumed my calls. I call Jim Abraham. He thought I might get fined but regarded the justice-of-the-peace as fair-minded. Call to Tom Scott's garage. Call to Sheriff Jackson who kindly set the trial at 2:00 P. M., told me what bus to catch to Lonoke, and said I could get my car from the Tom Scott Garage now. Jim Abraham met me at the bus. Together we went to the garage, met Mr. Jones whose Chevrolet I had hit, arranged for the garage to send my car to the dealer at Little Rock, and then to the court house.

The courteous informality of the small town prevailed as we waited for the state patrolman to appear and the trial to start. I chatted about Ed Hamm, local boy who won the Olympic broad jump 24 years ago, to whom I had presented numerous track medals when he was in Lonoke High School.

Patrolman Booth appeared a few minutes later, and we were all duly sworn by the justice-of-the-peace, who, it turned out, was the deputy sheriff at the accident scene the day before. Technically, I suppose, this was a preliminary hearing. Officer Booth said he had placed a technical charge of reckless driving against me. The state highway truck driver explained why he had stopped so suddenly—to help pull a truck out of the ditch. He had not used a flag but only his gloves to signal the car following him.

Others told briefly what they did or saw. I explained that I did not see the truck stop on account of the Chevrolet and was traveling too fast to stop in time to avoid collision, that if the truck had not stopped suddenly or if the driver had flagged properly, or if he had not blocked the road, I would have escaped the accident. The justice-of-the-peace quickly stated his conviction that I was not guilty of reckless driving, and I was free. The friendly sheriff drove me back to Little Rock.

It was necessary within a few days to return my wife in the cast from Little Rock, Ark., to Nashville, Tenn., involving ambulances and stretcher-bearers and other details which every person is glad to forget quickly.

Prior to leaving Little Rock, it seemed wise to trade the wrecked automobile for a new one. One is obviously not in a good trading position in this kind of a situation, yet this is one of the indirect costs of an accident.

Most accidents like mine (not most fatal accidents) occur in broad daylight on straight roads in cars driven

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The author has served as president of George Peabody College for teachers since 1945. He was formerly superintendent of schools of Pittsburgh, Pa., and Lexington, Ky. Dr. Hill is a past president of the American Association of School Administrators of the National Education Association, and was chairman of the AASA Year Book Commission on Safety Education. He received his AB from the University of Virginia, 1921, receiving his Master's degree and doctorate in philosophy from Columbia University.

FLEET NEWS

Check and Double Check

By Chris Imhoff

CHECK and double check! This is more than an outworn expression at Fred Olson and Son Motor Service company of Chicago. It is a maxim of personnel supervision and control. It is implemented by a well organized team of driver supervisors and a tight system of continual checking and correcting the driving habits of Olson drivers. The driver who can't stand close supervision doesn't last long at Fred Olson and Son. That's alright with everybody—including the drivers. Because the new man who lacks a mature attitude toward supervision soon finds that he just "doesn't belong" in the organization.

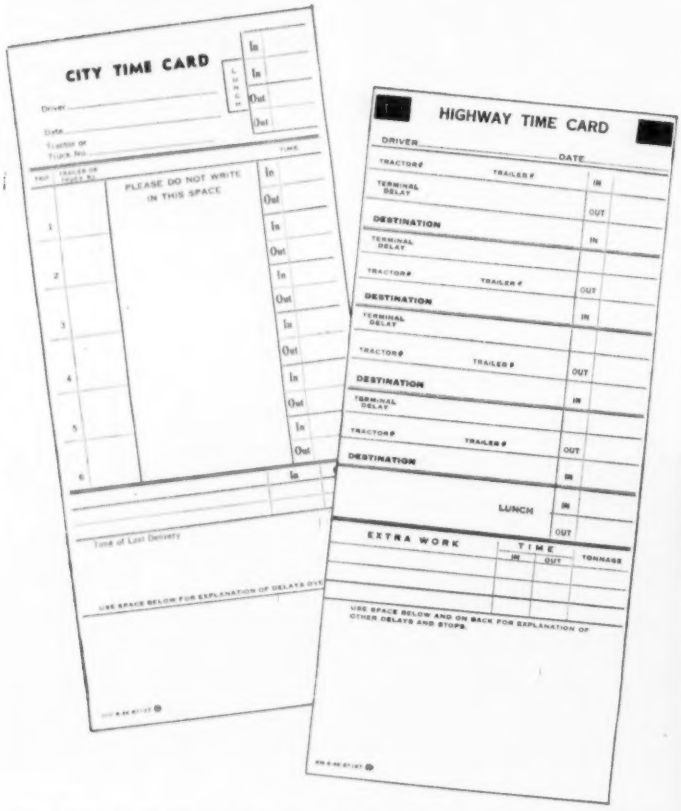
The Olson story is proof that old fashioned no-nonsense discipline *can* be maintained by intelligent and consistent management and that it pays off in efficiency and safety.

Fred Olson and Son Motor Service company is a methodical organization closely tailored to the job. A visitor is immediately impressed by the lack of frills or lost motion and the emphasis on basic essentials which characterizes the entire organization.

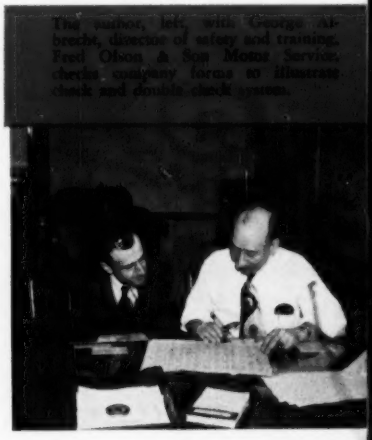
The program has the full cooperation and inspiration of R. J. Olson, president of the Company, and a quick look at the operational staff will help us understand better why the eagle-eyed check and double check system works.

The management team is headed by General Manager Kenneth E. Ketzel,

The author is Fleet Safety Engineer, Motor Transportation Bureau of the National Safety Council.



Olson drivers know that observance of company rules on speed and similar items can be checked by supervisors by comparing their time cards with mechanical disc recording of their trip. Road checking trips up wiseacres who try to beat company safety rules.



The author, left, with George Albrecht, director of safety and training, Fred Olson & Son Motor Service, checks company forms to illustrate check and double check system.

a Marine Corps veteran of World War II, who has been in the motor freight industry since 1936 and who moved up to his present job after serving as Olson's director of safety and training. Cost-conscious and safety-minded, Ketzel is representative of the new generation of motor freight executives and has already made a name for himself in trucking and safety circles.

Serving under Ketzel as director of safety and training is George Albrecht who has 25 years of actual driving experience behind him, 18 years of which were spent with Fred Olson and Son; out of the total he has worked 14 years on the semis. Having come up from the ranks, Albrecht knows the trucking game from behind the wheel as well as from behind a desk. He also knows the Olson operation like the back of his hand.

Completing the operations staff, serving under Albrecht and in direct charge of drivers are the driver supervisors: John Theesefield, Chicago supervisor; Clarence Duttles, Waukegan supervisor; and, Charles Berther, Milwaukee supervisor. All three are former Olson drivers who have come up from the ranks.

This is the management team that directs and supervises 164 drivers in intra-city and over the road motor transportation from the Chicago, Waukegan, and Milwaukee terminals.

The process of checking driver performance begins with the supervisors located at each of the three terminals. It is their job to see that drivers do their work in the manner prescribed by the company and each supervisor has certain assigned drivers, for whose conduct he is directly responsible. Supervisors patrol company routes in their areas, checking company drivers and trucks for observance of traffic regulations, company operating practices and mechanical condition of equipment.

Driver supervisors are allowed a certain amount of latitude on the times of the day and the number of hours per week they spend in road trailing and checking, but the company requires them to make patrols three nights per week plus one check of eight hours duration. Supervisors may make more patrols if they deem it necessary. They know that the director of safety and training is continually checking the effectiveness of their work.

Results of road checks are recorded on standardized observation report forms and supervisors are expected to be sure of their facts before making an adverse report. Hell hath no fury like a driver falsely accused and careless reports would bring discredit to the entire system.

Supervisors retain one copy of each observation report. One copy is sent to the terminal manager and another to the director of safety and training. Adverse reports are promptly followed up. The driver and his union are informed by letter. Each adverse report prompts the supervisor in charge to contact the driver relative to corrective action. This may involve a conference between the driver and the supervisor or a check ride in the cab with the driver.

In addition to road checking, drivers are further controlled by two other devices, a mechanical disc recording unit installed in each vehicle and a highway and city time card which the driver fills out himself. The mechanical disc records the time the vehicle is in operation and when it is at rest. Before each day or night's run, the driver secures a fresh disc and installs it in his vehicle. At the end of each day's work, he removes the disc and turns it in with his time card. On the Highway Time Card, drivers note time in and out of terminals, explain any unusual delays at terminals, time of arrival at destination, coffee stops and time in and out for lunch. The City Time Card is similar and is divided into trips and has space for recording time of last delivery. Data entered by drivers on time cards can be checked against recordings shown on mechanical disc records.

The combination of road checking, time cards, and the mechanical disc recorder has not been adopted because of any fatalistic attitude about the cussedness of mankind in general. This check and double check procedure is based on the belief that one of management's continuous functions is to demonstrate the proper method of doing a job, check for errors in job performance, and correct these errors immediately. These methods of checking job performance are, therefore, very necessary tools of supervision.

One of the first things a visitor spots when sizing up Fred Olson and Son is the 32-mph maximum speed limit that paces its operations. This is not an average speed, it is 32-mph maximum! And Olson drivers exceeding this limit for more than a short period of time run into plenty trouble.

Truckers who beat their brains out

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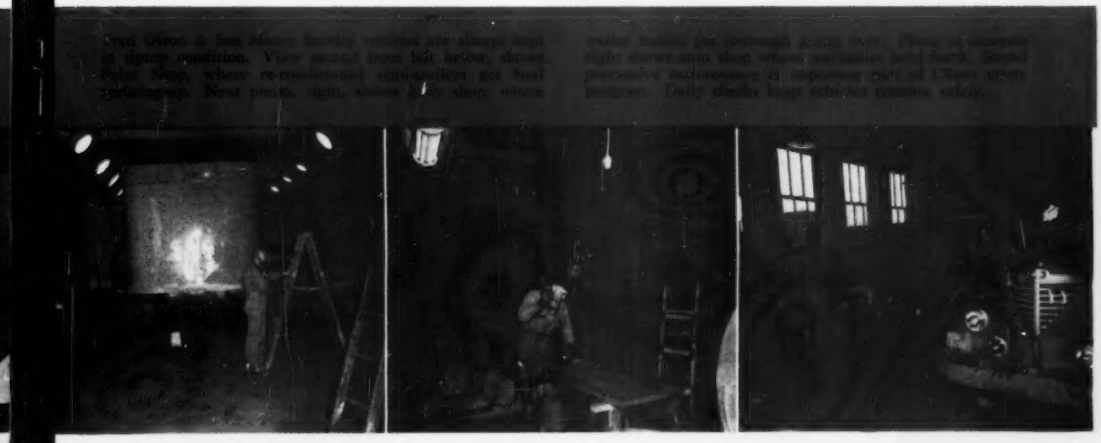
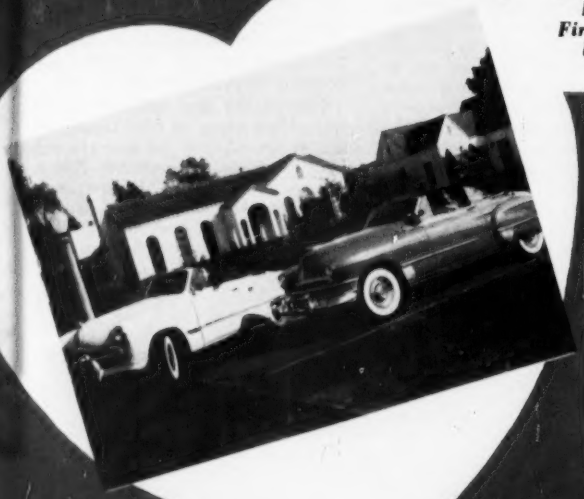


TRAFFIC

Straddlin' Gussie is ever so fussy,
Keyed up tight as a fiddle.
She divides her brains with the traffic lanes
And drives right down the middle.

Please, lady, do not waltz right out
Into traffic without looking.
First, take a gander back of you,
Until you know what's cooking.



There's a time and a place to put on your face
Or to regulate your complexion.
So please, valentine, no calcimine
At a busy intersection.

Valentines

Now listen you, who pitch your woo
From dawn through dead of night,
For that old refrain, try lover's lane,
Not the corner traffic light.

THESE traffic valentines came into being through the teamwork of two top members of the Motion Picture and Radio Committee of the National Safety Council—Judy Canova and Mel Blanc. Judy is familiar to all as a star of stage, screen and radio, while Mel is the man behind the voice of Bugs Bunny and the character Pedro, on Miss Canova's radio show. Listeners also know his voice from other network shows and animated cartoons.

If you would be a valentine
For some high class mortician,
While driving, wave at all your friends
From this "advanced position."

If your valentine wish is to play the harp
Beyond the Great Divide,
Just open the door and hop right out
Upon the traffic side.

LET'S CHECK OUR ENFORCEMENT STANDARDS

By Glenn Schultz

ABOUT this time of year, enforcement executives are appraising progress made in traffic safety on the basis of records of the previous year, in terms of manpower, available funds and public recognition of the problem and support of the traffic control and accident prevention program itself.

It is a good idea to refresh our point of view about this time and one good means of doing it would be to appraise our program in terms of its relation to the Report of the Committee on Enforcement of the President's Highway Safety Conference.

Let's look at the police side of enforcement nationally before you total up your local or state program for 1950.

Every alert police administrator has copies of the Action Program and the eight Committee Reports of the Conference, but should you need copies they are inexpensive and available via Superintendent of Documents, U. S. Government Printing Office, Washington 25, DC. It might be a good idea to get some extra copies for supervisory enforcement personnel in order that they might better appreciate the national problem and effort while dealing with the local situation.

Police enforcement activity involves three main forms. They are:

1. Directing Traffic—or getting the feet and wheels of the masses headed in the proper direction and on their way.
2. Investigating accidents—or everything from finding out that accidents have happened to recording all the information about them.
3. Traffic enforcement—or the detection, apprehension, trial and recording of the violations of our traffic laws and regulations.

Of these three main parts of traffic supervision, only one, enforcement, is mainly an accident-prevention measure. Thus, the Committee says little about the other two.

A majority of drivers obey traffic rules most of the time because they believe it is the right thing to do. Others do so only when they believe they will get into trouble if they do not. Enforcement is needed mainly to make these few behave as others expect them to. The ideal situation would be to have enforcement so effective that no person would do the wrong thing in traffic. Then nobody would have to be arrested.

But even to approach this ideal, enforcement must be such that arrest and punishment for misbehavior is something to be reckoned with when walking or driving on the public ways.

If bad driving is a factor in so great a proportion of accidents as figures seem to indicate, supervision to improve driving is clearly needed. So far as misbehavior is intentional, traffic law enforcement must be used to deter violators. Otherwise, intentional violators will do as they please, others will follow their example, and the violations resulting will inevitably cause accidents. Good traffic supervision will also discourage dangerous driving and walking practices which are specifically prohibited by law.

Small communities and rural areas are in particular need of increased and improved enforcement. 65 per cent of the 1947 traffic deaths occurred in rural areas. But more important, deaths per 100 million vehicle miles are nearly twice as great in rural areas as in cities—11.3 as compared with 6. In 1948, it was 10.8 as compared with 5.3. The urban death rate, furthermore, has been cut in half in the last decade, while the rural rates have been cut only a third.

These facts must be brought to the attention of residents and officials of counties and towns. Special effort must be made to strengthen and improve enforcement machinery in most rural areas.

To the question "How much enforcement?" the enforcement index offers a rough measure. It compares enforcement with the accidents it is supposed to prevent. It is a rate, in a community for a period of time, it is the number of convictions with penalty

The author is secretary of the Police Division and the Traffic Courts Division of the Traffic Section of the National Safety Council. He was formerly safety director, Montana Highway Patrol.

for hazardous violation of traffic laws, per accidents involving deaths or injuries.

This rate is found by dividing the convictions by the accidents. Suppose a city, during a year, has 2,400 fines and jail sentences for hazardous traffic violations, and 200 traffic accidents in which people are killed or injured. Divide the penalties by the accidents and you have the index; 2,400 ÷ 200 = 12 convictions per accident.

The amount of enforcement necessary to control accidents in any area cannot be foretold. In some cities an index of 10 is enough, but many cities have found that they must have an index of more than 30 to get the desired results. The amount needed can be found experimentally by gradually raising the enforcement index until the accident experience has been definitely reduced. The enforcement effort should then be maintained for a time at that level. It is best to use the least enforcement possible to obtain desired control. A higher index is needed initially to bring accidents under control than to keep them under control later.

The enforcement index is only a rough administrative tool. But it is good enough to use effectively in measuring past enforcement effort, in planning future operations, and in comparing past and present operations. It has less value in comparing enforcement of different communities. It is mainly a measure of the quantity of enforcement, but does reflect some of the efficiency of the enforcement because it considers convictions rather than arrests.

The validity of the enforcement index depends upon the reliability of figures used in its calculations. Furthermore, it has real meaning only insofar as the quality of enforcement is known.

Some day we may have better measures of enforcement than the present index. These may take notice of such elements as the severity of accidents and penalties and supervisory activities such as warnings. But few, if any, cities or states yet have record systems geared to furnish the facts needed for such refined figuring.

On the matter of personnel requirements, the variety of factors involved make any precise formula difficult, to say the least. As a general rule, cities need in the neighborhood of four full-time traffic officers per 10,000 population for all phases of traffic supervision. This number is properly subject to some variation with the size of and conditions in the city.

In state highway patrols, the number of required personnel cannot be based on traffic demands alone. Even in terms of all police services, it is very difficulty—much more so than in the case of cities or small communities—to arrive at a reliable formula. This is so because of the great variation in highway mileage, traffic volumes, geography, extent of urban development, functions charged to the state police and many other factors.

Each state must be individually studied. Practically all highway patrol units are at present under-manned, most of them to a very critical degree. Several states have forces of less than 50 men, with the grand total of all state units running only slightly over 10,000.

On the subject of equipment — a traffic division needs enough vehicles to provide transportation for the men patrolling and investigating accidents during the peak accident hours, plus additional units for stand-by.

In general, the entire traffic supervisory force — including the accident investigation, traffic-direction, and enforcement units, as well as the command personnel—should have 40 to 50 per cent as many vehicles as men. This of course will vary with the policies adopted, the rush hour peaks, and the general enforcement demand as revealed by accident-records analysis. These figures apply only to city departments.

The small communities and rural areas have a special problem in that they often must depend upon part-time personnel to maintain order and see that traffic laws are obeyed. In other areas where traffic duties do not require the full-time services of several men, the department must be organized and its personnel trained to provide intelligent accident investigations and enforcement at all times. This must, however, be integrated into the overall police program.

Effective enforcement includes painstaking investigation of accidents, corrective treatment using all means available, plus courteous treatment of persons contacted.

Another problem that smaller communities face is that of proper training. Sometimes this may be had in cooperation with larger neighboring cities or with the state police.

The question of quality in traffic enforcement logically follows at this time. Selective enforcement is that which is proportional to traffic accidents with respect to time, place and type of violation. Selectivity of enforcement is the degree to which it is proportional to accidents in these respects. Selective enforcement is not only logical and efficient, it is necessary. Police manpower is so limited that it is impossible to give "adequate" attention to all times and places. Efforts must, to some degree, be concentrated on certain phases of the problem. The best basis for determining this concentration is accident experience. We achieve selective enforcement mainly through selective assignment of patrol units available for traffic supervision.

Another quality of enforcement is its "efficiency" or effectiveness. This is measured by the percentage of arrests for traffic violations which result in punishment. It is obvious that efficiency is low if traffic officers make 100 arrests and only 40 result in punishment. Low efficiency or effectiveness means "leakage" or losses between detection of misbehavior and a punitive deterrent. It not only reflects adversely on the department and its policies, but is also bad for the morale of the police officer.

A department doing a good enforcement job has a high contact rate with the public. In each of these contacts, the officer can create favorable or unfavorable opinion of himself and of his department. Courtesy is, of course, a requisite, as are neatness and assurance. The officer's duty is to leave with the motorist he has stopped for a violation, a feeling that the action was not personal in any sense and that it was wholly in the interests of safety.

If the officer is vindictive, rude, or angry, or makes a bad impression in any way, the value of the contact is immediately lost. The motorist forgets that the violation was the cause of his trouble and shifts his anger to the

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PSYCHOLOGISTS probably have a name for it, but police and other traffic safety officials know for sure that motorists, who know their manners, make the best and the easiest converts to the "old-time, traffic safety religion."

That knowledge is the underlying reason why "Motor Manners" was selected as the theme of the March Operation Safety program—the kits for which have been sent out to a nationwide mailing list.

A basic part of the March program will be the promotion of cooperative distribution of the leaflet, "Good Drivers Always Signal—Do You?", which is included in the kit. The centerspread of the leaflet is reproduced above and, probably, will tickle the funnybones of folks all over America, ere Spring arrives.

The leaflet offers ten rules or ways to recognize a good driver. He always: 1, Gives correct arm signals for lane changes, turns and stops; 2, Obeys speed limits; 3, Stops completely at all stop signs; 4, Drives in and turns from the proper lane; 5, Observes passing regulations and no-passing zones; 6, Yields right-of-way to pedestrians and also observes midblock crosswalks; 7, Stops when approaching standing school buses until safe to proceed; 8, Exercises special caution at railway grade crossings; 9, Refuses to drive after drinking; and 10, Drives *defensively*, anticipating what other drivers and pedestrians may do.

This leaflet is just one of a series which accompanies the monthly theme program of the National Safety Council; each is pitched to the objective of the month, offering a handy aid to public support groups to implement public education on the particular theme stressed.

The February theme strikes just the right motif for a "mind your manners" follow-up. Theme for this month is "Know and Obey All Traffic Laws," and it is logical that only those persons will be able to practice good motor manners, who also have a firm grasp of the accepted rules of conduct on the streets and highways of the nation, be they motorists or pedestrians.

Traffic rules of conduct are not merely ethical considerations; they are part and parcel of the law of the land, codified by city ordinances, legislative enactment and common law. So, strange as it may seem, it just isn't possible to practice *real* traffic courtesy without knowing and obeying our traffic laws.

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Green Cross News

By Tom A. Burke

Director of Local Safety Programs, Field Organization, National Safety Council

FIFTY-EIGHT local and state safety councils and chapters have accepted the new plan developed by the Conference of Local Safety Organizations which went into effect by conference action on January 1, 1950.

A tabulation of the signed agreements received as of January 15 showed that practically all of the larger councils of the country had sent in their participation plan agreements and that a number of applications had been received for chapter status from non-chartered councils.

Class "C" and "D" council membership applications are also being mailed out to many of the smaller volunteer councils. Class "C" members are those whose gross annual income from all sources amounts to $3,500 or more but do not as yet qualify for Chapter status. The class "D" members are those with gross incomes of less than $3,500.

A complete detailed report on the acceptance of the plan is being sent to members of the Conference. An early meeting of the Conference Committee on Procedures is scheduled.

Thirty Years of Progress

The recent annual report of the Delaware Safety Council entitled "30 Years of Safer Living" tells a highly interesting story of safety accomplishment since 1919 when Irenee du Pont and some business acquaintances called together a small group of public-spirited citizens to form the Delaware Safety Council. Mr. du Pont is still actively associated with the council program as chairman of the Board of Directors and four other members of the prominent du Pont family also take an active interest in the council's program as board members.

The interesting story of the council's accomplishments is told in readable, narrative style illustrated with clever marginal sketches contributed by President John D. Reaeder of the council who also designed the booklet.

Traffic Review Committee

Eastbay Chapter, NSC, now has a "Traffic Review Committee" made up of 12 active members. This committee will carefully review the many important letters received by the chapter making suggestions on traffic problems, hazards, etc., and will recommend whatever action seems necessary. The Eastbay Chapter also has worked out an agreement with the Berkeley Safety Council whereby the chapter in the future will direct the safety programs in the Berkeley area and the Berkeley organization will discontinue its activities.

Youngstown Council

The Safety Council of Greater Youngstown was organized at a meeting of Youngstown civic leaders and public officials on December 14. A budget of $16,500 is being raised through a well-planned drive for funds. Howard Musselman, chairman of the Youngstown Safety Commission is temporary chairman of the new organization. H. J. Spoerer, director of industrial relations, Youngstown Sheet and Tube Company, is one of the industrial leaders who is taking an active interest in getting the organization launched. C. W. Kirkpatrick, executive secretary of the Safety Commission will be manager of the new council with new offices located at 802 Union National Bank Bldg.

The new absent-minded look

EASTBAY Chapter, NSC, keeps safety in the news by tossing stuffiness out the window in dealing with John Q. Public. For an idea of how Jack Burroughs and the *Oakland Tribune* gag up the story, get a load of Al Hambly, Eastbay Chapter field representative—sans pants, getting bawled out by Clarence A. Miner, chapter president, who plays the role of the indignant motorist giving the business to absent-minded, jaywalking pedestrian. Of course, you must realize that Mr. Hambly got started reading PUBLIC SAFETY, and that he can't really be blamed for losing himself in its contents.

Louisville Bus Campaign

The Louisville Railway Company provided free display space in 500 buses for a special pedestrian appeal during December, emphasizing the "Don't Let Death Take Your Holiday" theme. Manager Estel Hack of the Louisville Safety Council reports that a "Teen Age Driving Contest" is being set up in the Louisville area under the sponsorship of the safety council, the schools, the Taxicab & Transfer Co., Radio Station WHAF, the Louisville Automobile Club and other organizations. The grand prize is to be a new automobile.

New Home Safety Approach

Small groups of housewives in St. Joseph, Mo., are being enlisted to conduct home safety parties in various sections of the city as a major safety project of the St. Joseph Safety Council during 1950. The plan has been approved by the pre-school Parent-Teacher Council and several of its leaders have volunteered to act as neighborhood hostesses. Friends and neighbors of each hostess will be invited to attend a "safety party" and the safety council will provide a leader for each meeting. Home safety questions will be invited and each hostess will receive formal recognition from the safety council at the end of the year. *To Page 40*

A grimly eloquent photograph of a little boy lying crumpled on the street before the wheels of a truck won the top award and first prize in the Traffic Policing classification for W. P. Hinkens, of the Los Angeles Police Department. It shows the boy's bicycle tangled in the truck's front bumper. The photo was titled "First Day of School."

"High Octane," by Trooper Robert Cline, of the Indiana State Police was awarded second prize in the Traffic Policing division. Trooper Cline shot photo of tanker loaded with 100 octane gasoline which caught fire as it was going uphill on U. S. 52 near Rushville, Ind.

GOOD police work and excellent photography go hand-in-hand. And the six outstanding examples of various types of police photography for 1949 which appear on these pages aptly illustrate the point.

They were the top picks of judges in the police photography contest conducted annually by the *Traffic Review,* magazine of Northwestern University Traffic Institute, Evanston, Ill.

"I Fell Out of Mommy's Car," by J. S. McElhinney, of the Los Angeles Police Department, took first place in the Dramatic Interest or Human division.

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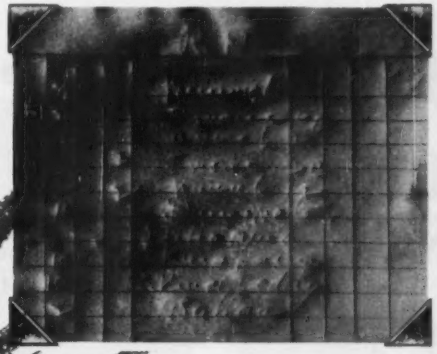

"Bookmaker's Loss," by Detective Wm. H. Lamm, District Attorney's Office, Suffolk County, Long Island, N. Y., second prize winner, General Policing. Photo shows indentations on blank sheet of paper which was under sheet bookmaker kept records on. Blank pad was found at time of arrest. The photo was used as evidence and jury found him guilty.

"Play Street Pal," second place winner in Dramatic or Human Interest division, had its inspiration when Detective James W. Magner, New York City Police Department, saw this uniformed patrolman giving safety talk to a group of children on the sidewalk.

"Hit and Run Evidence," by Charles Epperson, Indiana State Police, first prize winner, General Policing division. Photo shows man's hands holding two parts of rim of headlight. One piece was found at accident scene, the other in garage 5 days later where car was being repaired. Driver pleaded guilty to leaving scene of an accident.

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ion of Criminal Identifica-
Sacramento, Calif.

Five Los Angeles Police Department entries were given honorable mentions in the Dramatic or Human Interest classification. They were: G. F. Dale, Carroll Kirby, N. Long, L. S. Schwartz and J. J. Eden. The entries of Edward M. Replogle, Indiana State Police and Nicholas De Lucia, California Highway Patrol, also received honorable mention.

Judges for the contest were: Chief of police Edwin F. Whiteside, Wilmette, Ill.; Charles W. Payne, central division news manager, *Acme Newspictures*, and Phillip S. English, coordinator, Chicago Safety Information Committee.

We deeply appreciate the splendid cooperation of the *Traffic Review* and the Traffic Institute, Northwestern University, in making these pictures available to the readers of PUBLIC SAFETY.

LOOSE GRAVEL
TAKE IT EASY, DRIVER— THIS GAL'S ALREADY HAD ONE ACCIDENT!
Dreamy eyes on a movie queen look great...
But on a driver they look... too late!!!

Wilmette Waves 'em Through

From Page 10

over. Actually these studies showed later that a 1-hour parking limitation, properly enforced, would increase turnover about 8 per cent. Spaces lost by changing angle to parallel parking would be made up by the elimination of continuous all-day parking.

Since a proposal to eliminate angle parking in the business areas at one time was flatly turned down by the merchants, we were not too discouraged. We knew (including the members of the Village Board and president) that existing conditions and practices were causing considerable confusion and delay and eventually something had to be done. So a program of eliminating angle parking on one side of the street, block-by-block, was considered.

Realizing that this might take years, the eventual goal—no angle parking on business streets—could, finally, be accomplished. And such a plan would not receive as much opposition and unfavorable publicity because it was a piecemeal undertaking. It seemed more practical to handle it this way for it would give us time to develop much needed off-street parking. After all, when parking is eliminated at the curb some consideration must be given to the replacement of such parking space off-street.

It would also give us time to gather facts in discussing the program with those who at first turned thumbs down on it.

Studies were continued and showed that on some of the streets (52 feet in width) average speeds were as low as 8 miles per hour. Along two streets, about two blocks each in length, 42 non-intersection accidents occurred during a 22 month period, 86 per cent attributable to angle parking.

Several stages of this piecemeal program of changing angle parking have been completed as pictures will show. Only after necessary studies were made was any thought given to making a change in parking habits. Now, confidence of the merchants is on our side and there is no question that the program will eventually reach its objective of eventually eliminating all angle parking. The piecemeal approach works, the only disadvantage being that it requires more time to put it into effect.

The intersection of Sheridan Road and Michigan Avenue, another major arterial carrying somewhere around 9,000 vehicles daily, became a sore spot and required engineering probing. Records showed 15 accidents at this intersection during a 24-month period. After treatment, only one accident has occurred within five months. Enough time has not yet elapsed to make "before" and "after" comparison on equal time basis. However, there is sufficient evidence to show that accidents have been reduced.

Treatment at this intersection was primarily a problem of properly locating adequate warning signs. Large reflectorized signs were used. The center line along Sheridan Road, carrying through traffic was marked with glass bead paint and the word "Slow" was painted on the pavement approaching the intersection.

Before the schools opened in September, a check was made on traffic signs and all crosswalks around the school areas were painted. Safest routes for children were carefully studied and with the cooperation of the schools were put into use.

Some time ago, Linden Avenue which parallels Central Avenue, an east-west arterial, became a problem. Accidents were happening and complaints about speed were frequent.

Studies under way to find a solution show that the number of right angle intersection accidents was increasing. Sight distances at a number of intersections along this street were somewhat limited because of shrubbery and bushes on private property. Although the creation of another through street might be justified on the basis of traffic flow, it is being discarded in the hope that other remedial measures might prove a satisfactory solution. Too many through streets when so close together, as in this particular case, will cause more traffic problems, thus the easiest way to handle the situation at present is being avoided.

Sudden icing of streets during unusual weather has been the excuse for a number of accidents. Study to determine location for placement of sand boxes was made, since the street department is unable to treat isolated locations until sanding of arterial streets and approaches to important school crossings has been completed. Police squad cars carry shovels and do the sanding at locations where sand boxes have been placed. Now, most of the sanding along the busiest streets and hazardous locations can be taken care of almost immediately when icing

Top Safety Film

PLAQUE for best 16 mm non-theatrical safety film in last year's contest sponsored by the National Committee on Films for Safety went to the American Automobile Association for their entry: "The Safest Way." Robert J. Schmunk, president of the AAA, is shown at right above, receiving award from H. G. Gilson, representing the Committee.

takes place without reasonable warning. Extreme care was taken, however, not to place too many sand boxes for the police, who, because of other duties, could not spend too much time on this particular job.

During the past two years nearly $80,000 was spent on new pavements. Street maintenance included seal coating and adjusting manholes where pavements have settled. The latter might not seem important but could cause a motorist to lose control since the portion around the manhole cover and frame was 3 to 4 inches above the pavement surface.

During the past several years Wilmette has devoted the equivalent of at least 60 per cent of one man's time to traffic engineering. More than 175 man-days on various types of traffic engineering studies can be charged to this responsibility. With the assistance of the State Highway and Cook County Highway Departments more than 20 per cent of the streets are center lined. The Village, with its own equipment, maintains cross walks at more than 70 intersections. During the past two years all traffic signs have been replaced with new signs. Stop signs are reflectorized with glass beaded adhesive-backed material.

Wilmette has found that the problem of moving traffic through the Village requires continuous study. We were just about to take a "breather" and perhaps join the curbstone sitters to watch the traffic flow by smoothly and without unnecessary interference. But recently the County Highway Department started construction on the Edens Parkway Superhighway which will take traffic into the Chicago loop. This modern highway passes through the western section of our village. Unquestionably, the entire traffic pattern will change and we are aware that soon there will be more headaches. So it looks like our "breather" and the "sit on the curbstone" will have to wait.

This change in traffic behavior and provision of more efficient parking will require a good deal of study. However, with a traffic-minded village board, president and manager, the problem becomes a great deal easier and more enjoyable.

They have realized that good traffic management is a sound economic investment. We have the traffic problems of a city with 100,000 vehicles—75,000 vehicles pass through the village each day on the big arterials—the remainder on our other streets and highways. Provision for their safe, expeditious passage must be made. Our village officials realized that this is without question our responsibility—so, Wilmette will continue to wave 'em through *safely* with minimum delay.

Judge Christmas Safety Contest Cartoons

If the pen is mightier than the sword, then the accident prevention movement is greatly indebted to the newspaper editorial cartoonists in the United States and Canada.

In an effort to hold down the heavy Christmas accident toll, 136 daily newspaper cartoonists took up their pens this Yuletide season to point out dramatically the extra hazard of the holiday period. This is the largest number of participants in the seven-year history of the Christmas Safety Cartoon Project.

"We are very grateful for such magnificent support from the nation's cartoonists," said Paul Jones, Council director of public information, who coordinates the annual holiday accident campaign. "Several papers published two and three separate cartoons on holiday safety. Some were given front page position. Many were combined with strong editorial comment. The holiday death toll was high, but think what it might have been without the cooperation of the newspapers!"

The cartoons will be reviewed by a distinguished jury at a meeting in the Waldorf-Astoria in New York City on February 16. Judges are Robert Fuoss, managing editor of the *Saturday Evening Post*; John Denson, managing editor of *Collier's*; T. S. Matthews, editor of *Time*; Chet Shaw, executive editor of *Newsweek*, and Robert U. Brown, editor of *Editor & Publisher*.

Open New Contest for Films on Safety

Entry blanks have been mailed to prospective contestants in the annual contest, sponsored by the National Committee on Films for Safety, for the best film on accident prevention produced or released in 1949.

Awards are given winning films in various classifications. The National Committee on Films for Safety is sponsored by 21 organizations interested in all fields of safety. For further information, contact Wm. Englander, secretary, room 960, 20 N. Wacker Drive, Chicago 6.

Check and Double Check

From Page 13

figuring ways to get more ton miles per day out of their fleets will see in this speed limit a subtle form of self-imposed economic strangulation. Actually the 32-mph speed limit makes a lot of sense. Aside from the obviously high safety factor inherent in such a speed limit, it also means maximum efficiency of gasoline consumption and a minimum of wear and tear on mechanical equipment. As all vehicles will travel on stated routes at stated speeds, it is possible to lay out trips with the accuracy of city bus schedules.

Setting a maximum speed limit and having it maintained, however, are two different matters, a fact well known by the company. The tortoise-like 32-mph occasionally brings out the hare instinct in even the veteran drivers. There is the temptation to dally at the coffee stop and make up for lost time by highballing it the rest of the trip.

We asked George Albrecht what the effect would be if road trailing were suspended for a two-week test period. His reply was that drivers would soon get out of the 32-mph habit and it would take months of strenuous effort to reimpose the speed limit.

While Olson's demands a high standard of performance from their drivers, the company leaves no stone unturned in its efforts to help them do the job right. In the first place, only drivers with a healthy attitude toward supervision are ever placed on the payroll. They are carefully trained in their duties and rewarded for good performance. An effort is made to make the job as pleasant and easy as possible for those who play ball according to the rules. The success of this philosophy is attested by the low rate of turnover among Olson employees.

As mentioned before, Olson's selection process places a premium on attitude. This indefinable quality is appraised in an interview with the terminal manager, each of whom has the authority to hire drivers when needed. References are carefully checked. Terminal managers are authorized to use long distance telephone calls for this purpose if the reference lives within 100 miles, otherwise a telegram or air mail special delivery letter is used.

Experienced drivers are preferred and minimum age requirements are 26 years for city straight truck driving, 28 years for city semi-trailer driving and 30 years for highway driving. As yet, the company has not set a maximum age limit for new drivers.

Applicants are given driving tests in traffic and on company property to determine how well they can handle a vehicle. The test in traffic is given on a selected 15-mile route which takes the driver through all types of traffic and road conditions he will encounter if he is placed on the job. These include hills, curves, intersections, railroad crossings, etc. The closed area test includes most of the standard obstacles such as backing on a straight line, parallel parking, etc. A minimum score has been set up for each of these tests and failure to make this means the applicant doesn't get the job. General Manager Ketzel believes that whatever steps are established in the selection procedure should be strictly observed and disqualification in any one step should be sufficient grounds for rejection. This policy is adhered to at Fred Olson and Son.

The company uses a standardized 4-day training program for all new drivers. Training is conducted by the supervisor to whom the new man is assigned. The first two days of training are spent in familiarizing him with the routes he will drive, forms and procedures he will be expected to use, where and how to get the necessary supplies, etc. The third and fourth days are spent in driving; the supervisor riding along to observe the new driver's performance and check for errors. At the end of each day, these errors are discussed with the driver and suggestions given for their correction.

Olson's does not believe in wasting time teaching the driver something he already knows. Driver training effort is aimed at correcting any faulty driving habits and improving driver skill.

Job responsibilities are completely covered in a driver training manual and each supervisor uses this as a guide in imparting training. A full day in the office with the supervisor is spent covering the contents of the manual in 50-minute sessions followed by 10-minute breaks. Drivers are assigned a specific vehicle which they use every day. This vehicle is never assigned to another driver except for emergency reasons. Drivers are responsible for the mechanical functioning of the vehicle and are required to make preventive maintenance checks before and after each run. Road breakdowns, which can be traced to conditions which have been developing progressively, and which should have been reported by the driver, are considered the drivers' responsibility and justify reprimand or other disciplinary action.

To further insure that vehicles are kept in a safe and efficient mechanical condition, the maintenance department makes detailed preventive maintenance checks on all vehicles at regular intervals.

Accidents—even a fender scratch on company property—require the driver to make out an accident report. The accident is investigated so that the cause can be determined and corrective measures taken. Drivers are considered responsible unless they did everything possible to prevent the accident. An accident review committee has been established to hear appeals of drivers who feel they have been improperly charged with an accident.

Safe Driver Awards are presented at annual banquets at each terminal for all drivers who have had no accidents during the previous year.

Demonstrating how the job should be done; checking to see that the job is done right; correcting errors; rewarding good performance; how has this policy paid off for Fred Olson and Son Motor Service Company? It has meant a low rate of personnel turnover and an accident record which has ranked the fleet near the top of its division in the National Fleet Safety Contest consistently.

It pays to check and double check!

Portraits of the Other Fellow

From Page 18

The leaflet supporting the February theme is titled "Don't Be a Killer. Obey All Traffic Laws." Every leaflet, backing the monthly theme, has as its cover the traffic poster designed to illustrate the monthly theme.

Readers of PUBLIC SAFETY will be interested to know that traffic posters for the monthly theme programs are now being produced in two sizes—the regular "C" size—25″ by 38″ — to which has been added the new-sized traffic poster—17″ by 23″. This is in addition to the regular monthly pedestrian poster design.

The new traffic poster size was developed in response to a demand which has stretched over a period of years. Many requested the smaller poster, especially for use outside the large metropolitan areas.

Tops in Transit Safety

THE transit industry's number one champion of employee accident prevention is practicing what he preaches with outstanding success way down yonder in New Orleans.

We're referring to Arthur J. Naquin, safety counselor for the New Orleans Public Service Company, Inc., which recently won for the third time, the gold certificate, highest of the American Transit Association's Employee Safety Achievement Awards.

As reported in PUBLIC SAFETY last month, the award was won by the Canal Division of the Railway Transportation Department for working 1,935,772 consecutive man hours *without a disabling or lost-time injury.* This was achieved by 667 employees over a period of 449 calendar days from August 21, 1948, to November 11, 1949.

According to the ATA Department of Personnel and Accident Prevention, this safety record surpasses that of any other group in the transit industry and is the best that has been reported since the awards were established two years ago.

A past general chairman of the Transit Section, Naquin has long battled the transit industry's lethargy toward employee accidents and injuries. He is currently chairman of a sub-committee of the Transit Section working out ways and means of sparking transit top management to do more and more about the industry's dismal standing in this department.

NOPSI's employee safety record adds new weight and authority to all Naquin has said and done on this subject in the past and is living proof that it can be done.

Since the awards were inaugurated two years ago, ATA has presented only six gold certificates for superlative achievement in employee injury and accident prevention. Three were won by NOPSI. The other three gold certificates were won by: Pittsburgh Railways Company, Substations Division, Power and Inclines Department, 1,658,458 consecutive man hours as of January 31, 1948; Virginia Transit Company, Richmond Division, 1,007,403 consecutive man hours as of September 14, 1949, and New York City Transit System, Station Section—IRT Division, 1,617, 907 consecutive man hours as of August 6, 1949.

Gleason Heads State & Local Officials' Program

Chief John M. Gleason, of the Greenwich (Conn.) Police Department, and president of the International Association of Chiefs of Police, has been elected chairman of the State and Local Officials' National Highway Safety Committee, and will spur efforts of the Committee to promote continuing statewide traffic safety conferences throughout the nation.

Earl T. Newbry, secretary of state of Oregon, and president of the American Association of Motor Vehicle Administrators, is vice-chairman of the SLONHSC, and Wainwright Bridges is executive secretary.

According to plans announced by the Committee, all governors will be urged to sponsor statewide traffic safety conferences, while states will be asked to form permanent state coordinating committees of officials and cooperating public support organizations to plan and conduct balanced accident-prevention programs.

"The constant increase of highway travel and accident exposure makes it more difficult than ever to achieve accident reduction, and obviously more intensive and concerted efforts by officials are necessary," Chief Gleason said.

In addition to the International Association of Chiefs of Police, and the American Association of Motor Vehicle Administrators, other national official groups actively participating in the program for effective joint action are: American Association of State Highway Officials, American Municipal Association, Association of State and Territorial Health Officers, Council of State Governments, National Association of County Officials, National Association of Railroad and Utility Commissioners, National Council of Chief State School Officers and the United States Conference of Mayors.

The program of the State and Local Officials' National Highway Safety Committee is in line with the three-pronged attack on traffic accidents originally outlined in the Action Program of the President's Highway Safety Conference.

Braff New Dallas Traffic Engineer

Lloyd Braff, formerly of DeLeuw, Cather & Company, has accepted the post of traffic engineer for the City of Dallas, Tex. The appointment was effective February 1. He succeeds William C. Brandes, who recently resigned to enter private business.

Coming Events in the Field of Safety

Mar. 5-7, Memphis, Tenn.

Southern Safety Conference. Contact Braxton B. Carr, secretary-treasurer, Southern Safety Conference Executive Offices, 2120 First Avenue, North, Birmingham 3, Ala.

Mar. 6-7, Dallas, Tex.

Eleventh Annual Meeting of the Texas Safety Association. Contact J. O. Musick, managing director, Texas Safety Association, 815 Brown Bldg., Austin, Tex.

Mar. 7-8, Philadelphia

Sixteenth Annual Regional Safety Conference and Exhibit, Philadelphia Safety Council (Belleview-Stratford Hotel). Contact Walter V. Matthews, managing director, 17th & Sansom Street, Philadelphia 17, Pa.

Mar. 9, Washington, D. C.

Annual Meeting of the National Committee for Traffic Safety (10 a.m. Hotel Statler—luncheon 1 p.m., Federal Room). Contact Paul Blaisdell, executive director, 20 N. Wacker Drive, Chicago 6, Ill.

Mar. 14-15, South Bend, Ind.

Eleventh Annual Northern Indiana-Southern Michigan Safety Conference (Oliver Hotel). Contact Eli D. Miller, Conference secretary, c/o Safety Council, South Bend Association of Commerce, Oliver Hotel, South Bend 1, Ind.

March 16-17, Atlanta, Ga.

Governor's Highway Safety Conference, Atlanta, Ga. Contact Jerome Connor, executive secretary, 20 Ivy Street, S.E., Atlanta 3, Ga.

Mar. 20-21, Boston

Twenty-ninth Annual Massachusetts Safety Conference (Hotel Statler). Contact Edgar F. Copell, president-director, Massachusetts Safety Council, 31 State Street, Boston 9, Mass.

Mar. 28-31, New York

Twentieth Annual Safety Convention & Exposition, Greater New York Safety Council (Hotel Statler). Paul F. Stricker, executive vice president, Greater New York Safety Council, 60 East 42nd Street, New York 17.

April 5-8, Charleston W. Va.

West Virginia Annual Statewide Safety Conference, W. C. Easley, managing director, West Virginia Safety & Health Council, 316-17 Masonic Bldg., Charleston, W. Va.

April 11-13, Columbus, O.

Twentieth All Ohio Safety Congress & Exhibit (Neil House). James H. Fluker, chairman. Contact: G. S. Kallenbaugh, congress manager, 65 South Front St., Columbus 15, O.

April 12-13, Buffalo, N. Y.

Tenth Western New York Safety Conference (Hotel Statler). Contact E. C. Hohlstein, secretary, c/o Buflovak Division, Blaw-Knox Co., 1543 Fillmore Ave., Buffalo, N. Y.

April 18-20 St. Louis, Mo.

Central States Safety Conference (Hotel Jefferson). Reyburn Hoffman, secretary-manager. The Safety Council of Greater St. Louis, 511 Locust Street, St. Louis, Mo.

April 24-25, Toronto, Ont., Canada

Annual Convention of the Industrial Accident Prevention Association (Royal York Hotel). Contact R. B. Morley, general manager, Industrial Accident Prevention Associations, Inc., 600 Bay Street, Toronto 2, Canada.

May 2-4, Chicago

Twenty-seventh Annual Midwest Safety Show (Hotel Sherman). Contact Joseph F. Stech, manager, Greater Chicago Safety Council, 10 North Clark Street, Chicago 2.

May 3-5, Charlotte, N. C.

Twentieth Annual North Carolina Statewide Industrial Safety Conference (Hotel Charlotte). H. S. Baucom, safety director, North Carolina Industrial Commission, Raleigh, N. C.

May 15-18, Detroit

Michigan Safety Conference. Contact: S. M. Foeller, executive secretary, c/o Michigan Consolidated Gas Co., 415 Clifford, Detroit 26, Mich.

May 25-26, Chicago

Meeting of the Committee on Conference Reports and the Coordinating Committee of the President's Highway Safety Conference (Hotel La Salle). Contact President's Highway Safety Conference, Washington, D. C.

June 1-3, Roanoke, Va.

Sixteenth Annual Meeting of the Virginia Statewide Safety Conference (Hotel Roanoke). Contact Wm. M. Myers, executive secretary of the Conference. Mr. Myers is managing director, Richmond Safety Council, Room 49, Allison Bldg., Richmond 19, Va.

June 7-9, Pittsburgh, Pa.

Twenty-fifth Annual Western Pennsylvania Safety Engineering Conference (William Penn Hotel). Harry H. Brainerd, executive manager, Western Pennsylvania Safety Council, Chamber of Commerce Building, Pittsburgh 19, Pa.

June 18-21, Boise, Idaho

Western Safety Conference. Contact L. M. McKay, vice president, Western Safety Conference, P. O. Box 1038, Boise, Idaho.

Sept. 11-15 Portland, Ore.

Eighteenth Annual Convention of the American Association of Motor Vehicle Administrators (Multnomah Hotel). Contact L. S. Harris, executive director, 912 Barr Bldg., Washington 6, D. C.

Sept. 24, Los Angeles, Calif.

Annual Convention of the American Transit Association (Hotel Biltmore). Contact Arthur Baker, general secretary, 292 Madison Avenue, New York 17.

Sept. 24-27, New York

Twenty-first Annual Meeting of the Institute of Traffic Engineers (Commodore Hotel). Contact: Edward G. Wetzel, chairman, Arrangements Committee, c/o Port of New York Authority, 111 Eighth Avenue at 15th St., New York 11, N. Y., or Robert S. Holmes, executive secretary, Strathcona Hall, New Haven 11, Conn.

Oct. 7-12, Colorado Springs, Colo.

Fifty-seventh Annual Conference of the International Association of Chiefs of Police (Antlers Hotel). Contact Edward J. Kelly, executive secretary, International Association of Chiefs of Police, 1424 K. Street, N. W., Washington 5, D. C.

Oct. 16-20, Chicago

National Safety Council, 38th National Safety Congress & Exposition (Stevens Hotel). Ned H. Dearborn, president; R. L. Forney, general secretary, National Safety Council, 20 N. Wacker Drive, Chicago 6.

Accident No. 10,000

From Page 11

by sober adults. Why do persons have accidents under such circumstances? Undue relaxation is so easy. A person may not enjoy driving in heavy traffic or rain or when driving conditions are bad, but he is at that time a better driver than under more favorable conditions, or so it seems.

One can drive with reasonable safety and success for 10,000,000 minutes and then in one-half of the next minute produce permanent injury to those he loves. Yet this is the essential reason, in my opinion, why some accidents are inevitable. They may be lessened in number and their severity reduced, but as long as human beings are fallible there will be some accidents. The sensible thing is to take counsel with oneself in order to be prepared.

Everyone who drives ought to carry the kind of insurance which provides for him and for occupants of his car reimbursement of medical and hospital expenditures made necessary by reason of an accident. Hats off to the first-class insurance agents who protect us against ourselves, and also to the claim agents who are fair and considerate. To my pleased surprise, I learned through the Little Rock insurance adjuster that my particular policy included this kind of compensation. Costing just a few dollars a year—about $7.00 as I recall, it reimbursed me for hundreds of dollars of necessary bills. Reimbursement for bills mitigates the financial effects and makes proper treatment more likely.

Membership in the American Automobile Association provides up to $100 for medical services in connection with an accident. To my chagrin, I learned that had I invested five dollars more this same $100 would have applied also to my wife. The additional protection is worth having. Membership in the Blue Cross is another wise investment.

We can hardly blame the motor manufacturers for making better cars, but we must learn that brake services are not materially improved. It is

doubtful whether they can be. Locking the four wheels of the car does not stop a fast-moving vehicle for hundreds of feet. The modern car moves along so smoothly that before the driver knows it he is driving 60 or 70. Seventy today seems like 45—until it is necessary to stop! That is a distressing time to learn that it still takes several hundred feet in which to decide to stop a car and to do it.

Older persons have greater periods of inattention. These few extra fractions of a second may be fatal in a car traveling from 50 to 60 miles an hour. As one grows older the *concealed* effects of tiredness are greater. A person of 50 has physical deterioration which he himself may not realize.

Aside from the physical pain and suffering involved, accidents are messy things. They distract from one's work and purpose in life. They involve lots of confusion and disrupted plans. I can't see one good thing that comes out of them.

According to the Statistical Division of the National Safety Council it was estimated that 10,000 automobile injury accidents for 1949 had occurred by January 4, the date of our accident. We may claim, with no pride whatever, to be statistic No. 10,000.

I have compiled the partial costs of automobile injury No. 10,000. The qualifying adjective "partial" is used advisedly. There is no final and complete estimate of the human pain and suffering involved.

PARTIAL COSTS AUTOMOBILE INJURY, ACCIDENT NO. 10,000

A. *Direct costs:*	
Ambulance services Little Rock, Memphis and Nashville	$ 32.50
Little Rock and Nashville hospitals	192.25
Medical bills to date	245.00
Practical nursing and supplies	186.73
Tow car to Little Rock	20.00
Cost of repairs	518.21
Hotel, meals, taxi, incidentals, for self and son and daughter for most of week in Little Rock	115.63
Railroad trip to Nashville, self and wife	49.17
Total direct costs	$1,359.49
B. *Indirect costs:*	
Additional cost for new car	$1,355.79
Summary:	
Direct costs	$1,359.49
Indirect costs	1,355.79
Grand total	$2,715.28

Accident Number 10,000, one not severe enough even to make the papers, cost directly and indirectly $2,715.28. Perhaps those of us who have "begun to live" should remind ourselves that ours is the dangerous age so far as automobile accidents are concerned.

NEW PUBLICATIONS in the field of Public Safety

Books and Pamphlets

How 4 Teen-Agers Met Death. By George Mills. Published by *Des Moines Sunday Register*, Des Moines, Iowa. Nov. 13, 1949. 6 p.

Pennsylvania's State Highways Safe Or—. Published by Governor's Highway Safety Advisory Committee, Room 500 Finance Bldg., Harrisburg, Pa. 1946, 8 p.

Summary of State Legislative Action in 1949 in the Field of the Uniform Vehicle Code. Published by State and Local Officials' National Highway Safety Committee, 912 Barr Building, Washington, D. C. 1949, 21 p.

Traffic Law Enforcement from the Standpoint of the Courts. By Arthur T. Vanderbilt. Published by Society of Automotive Engineers, 29 West 39th Street, New York 18, N. Y. 1949, 24 p. Price 50c to SAE members and non-profit organizations. $1.00 to non-members.

We Drivers. Published by Department of Public Relations, General Motors Corp., Detroit, Mich. 1949, 36 p.

What, Why and How of Chemical Tests for Drinking Drivers. Published by Intoximeter Association, 334 Buffalo Ave., Niagara Falls, New York. 1950, 12 p.

Winter Driving Facts Worth Knowing. Published by Motor Vehicle Department, Madison, Wis. 1949, 5 p.

Magazine Articles

Accident Proneness: A Critique. By E. Richard Weinerman (In *American Journal of Public Health*, Dec., 1949, p. 1527)

Capacity Determinations Simplified. By H. G. Eckhardt (In *Traffic Engineering*, Dec., 1949, p. 117)

Design for Free Flow. (In *Better Roads*, Dec., 1949, p. 22)

Designing of Intersection Channelization. By Fred W. Hurd (In *Traffic Quarterly*, Jan., 1950, p. 89)

Development of Off-Street Parking Facilities in Baltimore. By W. G. Ewald (In *Traffic Quarterly*, Jan., 1950, p. 16)

Drive Safely. By W. Graham Cole and Alma C. Haupt (In *American Journal of Nursing*, Dec., 1949, p. 785)

An Investigation of Lane Markings on a One-Way Street. By John D. Chaffee (In *Traffic Engineering*, Dec., 1949, p. 122)

Motor Vehicle Mortality Declines (In *Statistical Bulletin*, Nov., 1949, p. 6)

A New Study of Urban Stop Signs: A Volume Warrant. By Morton S. Raff (In *Traffic Quarterly*, Jan., 1950, p. 48)

No Jumpy Traffic Enforcement for Milwaukee (In *American City*, Dec., 1949, p. 137)

Rochester's Nine Parking Lots All Metered (In *American City*, Dec., 1949, p. 135)

Some Aspects of Motor Vehicle Fire Control and Extinguishment. By Roi B. Woolley (In *Fire Engineering*, Dec., 1949, p. 926)

Some Road-User Characteristics in the Traffic Problem. By Earl Allgaier (In *Traffic Quarterly*, Jan., 1950, p. 59)

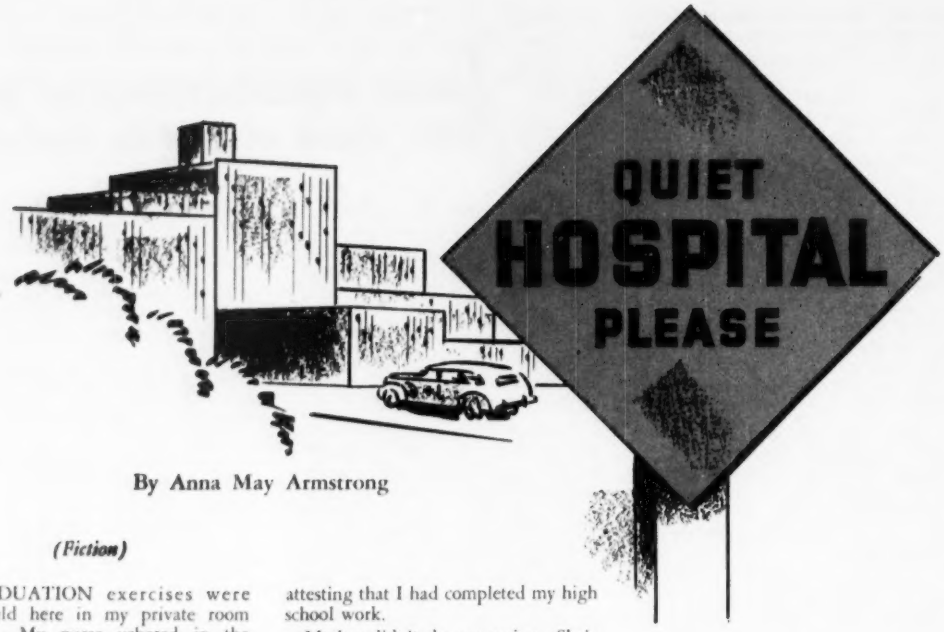
Speeding Up San Antonio Traffic (In *Engineering News Record*, Dec. 15, 1949, p. 32)

Stop Fooling with the Parking Problem (In *American City*, Dec., 1949, p. 133)

Teen-Age Drivers. By William H. Brewster (In *Bests Insurance News*, Dec., 1949, p. 43)

Tired of "Brownout" Duluth Installs New White Way. By Earnest A. Bodin and Arthur W. Tews (In *American City*, Dec., 1949, p. 139)

Where Are We in Street Lighting Today. By J. P. Rutherford (In *Electric Light and Power*, Dec., 1949, p. 92)



QUIET HOSPITAL PLEASE

By Anna May Armstrong

(Fiction)

GRADUATION exercises were held here in my private room tonight. My nurse ushered in the school principal, all of my teachers, and as many of my classmates as could crowd into so small a space. Of course Mother and Dad were here too. They helped Miss Deane decorate my room with the school colors.

Mr. Hayden gave a nice little speech, and Miss Evans, my Latin teacher, presented my diploma. They all shook hands with me and everyone was painfully cheerful. After the formalities that made me truly a graduate of South High there were so many gifts that my bed groaned with their weight. There was subdued laughter and some well-meant jests at the Senior who received her diploma in a hospital bed, but everything was done quietly so as not to disturb any of the other patients. I laughed with them and at them, knowing that in their great hearts was pity and a forced joviality.

After they had gone Mother stayed and talked with me for a long time. She described all of my gifts so vividly that it was almost as if I could see them. Because I asked it, she guided my fingers around the edge of the gold seal on my diploma and read the list of familiar names, each of them attesting that I had completed my high school work.

Mother didn't do any crying. She's not the crying kind. But I heard Dad clearing his throat, and presently he left the room. Perhaps he was thinking about the promise he'd made to teach me to fly . . . and the pilot's license I'd never have.

My graduation was nice, I thought, later on when Miss Deane had gone and Miss Snyder had taken her place.

My night nurse is knitting. I can hear the rhythmic click of her needles, and occasionally they stop abruptly. That is when she looks over at me. I keep my breathing steady so that she will think I am asleep, and I fight off the pain for a while longer. I don't want a hypo . . . I want to think of Benny. . . .

Benny wasn't here for my graduation. The last time I saw him we were on our way home from the prom. He looked like a million in his new tux, and he felt like a million driving his new car. The Buick was his graduation gift and he bragged about how he had shined it up just to take me to the dance. He said he wanted it to match the blue of my eyes. . . .

I liked Benny . . . an awful lot. We went to all the school affairs together and every night, at least it seemed every night, he came running up the steps with some excuse to Mother and Dad about forgetting one of our assignments . . . or to ask me which X equals what? Just as if he would never graduate, if the girl next door didn't help him. And him with the highest grades in South High!

Benny Locke was a faker . . .! I think we more than liked each other. I think we were in love. . . .

It would have been nice to have had Benny here tonight. I can almost see him crowded here in the room, that serious frown across his forehead, his hands jammed down in his pockets, and that contrary cowlick at his right temple.

The bandages over my eyes are getting wet . . . they always get wet when I think of him. . . . And pretty soon that terrible picture will focus itself somewhere on the walls of this room, and I'll see it and scream "Benny!" as if the world had just collapsed here in my lap.

The picture? It always comes—and it always parades across an imaginary screen. It never strays. Nor do the bandages that cover my eyes. . . .

It's always the same: Benny and I and the new Buick.

We are driving home from the dance and Benny is laughing—he laughed a lot—but right then he was amused at one of the Profs who had addressed me as "Miss Whitmore," when all year long he had literally yelled: "Midge, where are your brains?"

The author is a graduate nurse (Christian H. Buhl Hospital School of Nursing, Class of '31), and based this narrative on the personal records and experiences of her own career. Miss Armstrong will be remembered as the author of the series, "I Saw Them Die!" which ran in PUBLIC SAFETY a few years ago, and of other articles from her "Memoirs of a Nurse."

It was then, when Benny was so happy, that we started around "Dead Man's Curve." I saw him glance in the rear-view mirror. He slowed and moved closer to the row of white posts on our right. I saw a gleam of bright headlights flash through our back window and a horn sounded behind us with sudden fierceness.

Benny's knuckles whitened on the big steering wheel and I felt a strange crunching as the right wheels of his car went off the pavement onto a narrow strip of gravel.

Another blast of a horn behind us . . . beside us! The posts on our right guarding a deep ravine . . . on our left, a maniac!

I heard grinding and smashing . . . the chatter of breaking glass. Something pained me in my eyes, and I screamed, "Benny!" And then there was only darkness.

They tell me that Benny died quickly, and without pain.

They tell me that I'm blind . . . I'll never see again.

They tell me that this is a hospital zone. Quiet, please.

Let's Check Our Enforcement Standards

From Page 17

police officer, his superiors, and policing in general. In many instances the motorist will resolve to speed again, if he pleases, and not be caught.

Much of the poor attitude of enforcement officers comes from ignorance and fear. They do not know exactly what they are supposed to do, why they do it, or how to go about it. They lack confidence, therefore, and cover up by loud and abusive language, arbitrary orders, and careless manners.

The quality of enforcement is no matter of chance. It must be planned. Selectivity involves continual analysis of records. Efficiency requires training of patrol officers and great attention to detail in working with traffic courts. Productivity and good attitude take leadership and supervision. These factors are important in all traffic enforcement agencies, but doubly so where officers are too few to produce the needed quality of enforcement by sheer force of numbers. All of this requires good administration.

Good administration begins with sound organization. The growth of the traffic problem and with it the requirements for traffic law enforcement have introduced a new, major phase of police work demanding adaptation of organization as well as of policy, procedure and technique. The particular requirements of traffic control make it impracticable merely to add this operation to the other supervisory, investigative, and enforcement functions of the police. The organizational plan of a police department must assure that adequate attention is given traffic law enforcement, that the patrol is flexible, and that especially qualified personnel is charged with the major share of planning, directly and executing the enforcement program.

A special traffic unit should be established whenever traffic duties require the equivalent of the full-time services of several men. The head of this unit should plan the traffic program, under direction of the head of the department. He should command specialized personnel engaged in traffic functions. Other uniformed police should also enforce traffic laws as required. Their work must, of course, be coordinated with that of the traffic police and the whole operation based on citywide analysis of traffic accidents and current traffic-direction requirements.

Where traffic duties do not require the full-time services of several men, the department must be organized and its personnel trained to provide systematic traffic accident investigation and enforcement at all times. This must, however, be integrated with the over-all police program.

State police departments cannot, because of personnel limitations, practice specialization at the same level large cities can, but highway patrols are essentially specialized units for traffic supervision. All patrolmen must normally perform all police functions. Certain aspects of specialization, however, can still be adopted. So it is desirable that a small headquarters traffic unit be established. This unit can render effective staff service to the department head by performing analytical, planning, and developmental functions to guide the enforcement program of the entire department. It assures more thorough, competent and uniform planning than would otherwise exist.

The competency of administration determines the quality of traffic supervision. The traffic executive must possess the attributes of a leader and must have a sound concept of his job. This role includes the planning of operations, their coordination with other traffic-accident controls and police activities, the development of official and public support, the supervision and execution of plans, and the evaluation of performance and results For these important duties he should be especially trained.

The traffic administrator must, moreover, be given adequate support from above. He should be given authority that matches his responsibility, be protected from improper outside pressure and interference, and encouraged to use his ingenuity and initiative in developing new techniques.

Such an administrator must recognize that his departments cannot handle the entire task of supervising traffic without help. The best place for him to seek help is from an organized public-support group. Most citizens want safe streets and highways. The wish of the majority, therefore, should be represented by an organization which works closely with the police, traffic engineers, educators, and other public or private groups which are directly concerned with the traffic problem.

In some places such an organization will be a safety council. In others, it will be a special traffic association. It is only through support groups that the police administrator can properly and fully tell the people of his city or state the reasons for certain enforcement actions, or why additional personnel and equipment are necessary. Through these organizations, the department can also initiate necessary traffic court or traffic engineering reforms, or changes in traffic legislation.

It is necessary, then, for the administrator to work toward establishing a strong support group. Where none is in existence it is his duty to initiate action which will form one. But before support is sought, the department should have its own house in order, with an intelligent program, sound organization, and competent personnel. Otherwise it will not merit the support it seeks.

The degree to which the general principles outlined in this report are applied varies from place to place and from year to year. An appraisal made at any time soon becomes obsolete. A report on the current enforcement situation at the time this report was being written will be available as a supplement to it. Revised reports on the current situation should be prepared yearly on the basis of the National Traffic Safety Inventory, so that progress can be watched; responsible officials may know how their city, state, or county compares with others in this respect; and citizens may know how much encouragement and support is needed locally to develop an effective program.

operation Safety

By Virginia Hackett

LETTERS that are music to our ears: "Dear National Safety Council (or words to that effect), we want to help in the traffic safety education program in our community. Please tell us what to do. Signed, Hometown Improvement Club."

Of course that is a highly abridged version, but we receive many such inquiries and are delighted to reply. We tell them about Operation Safety and how they can get it through membership in the National Safety Council or on subscription. Even more important, if possible, we tell them to get together with their local safety council, if there is one, and by all means to work with their public officials, and we give them the names of those organizations or persons in their town now receiving Operation Safety. We hope that some of the Operation Safety users have gained recruits as a result of such correspondence, and that you have welcomed them with open arms.

Not one, but two, booklets are due for release about March 1. They are "Public Education for Traffic Safety," already announced, and "It Can Be Done," a revision of a former publication "for public officials, civic leaders and other good citizens who already are interested [in traffic safety], who recognize the gravity of the situation and who want to know what they can do about it."

Public Safety Education Committee members have been helpful in reading the manuscript of the manual on public education. This booklet will have 64 pages, an attractive cover design, and will be printed in two colors. It will be sent on publication to all traffic members of the National Safety Council and other Operation Safety subscribers. Additional copies will be available at small cost.

"It Can Be Done" will be illustrated and have 16 pages. It is of more general appeal than the manual, useful for distribution to present and potential supporters of community traffic safety programs.

If every automobile driver could just recognize his own sins in the objectionable behavior of others—and mend his ways—then we might get somewhere improving our motor manners. That is the theme of the March program—Motor Manners. It is a logical follow-up to the February program on knowledge and observance of traffic laws, since Highway Courtesy in most cases is not much, if any, more than strict adherence to the rules of the road.

Good manners on the road are, however, more than courtesy for courtesy's sake, the Planning Guide points out. They may be, often are, a driver's defense against the dangerous acts of other drivers, and can be the means of avoiding injury or death in an accident. Good motor manners can also save money—the cost of accidents, and also high cost of insurance which prevails in areas of high accident experience. Obviously, good motor manners increase the pleasure and convenience of driving, as well as the safety of all who use the highways.

The March Operation Safety kits contain several special items, along with the Planning Guide, pattern news releases, suggested radio scripts, poster designs, leaflets, and so forth. Emily Post's "Motor Manners" is one additional item. This is a 44-page "blue booklet of traffic safety etiquette" in Mrs. Post's inimitable style. It has been widely distributed and has had much publicity nationwide since its release last summer by The National Highway Users Conference.

A special list of traffic safety films also is included. This is an answer to requests for a quick source list, with titles, descriptions, time, where to get them and how much for loan or rental. Operation Safety staff has written to all sources listed to verify the information. This list will be revised and reissued from time to time. Additional titles or information on sources will be most welcome.

The two posters for March—one to motorists, one to pedestrians—appear on the opposite page. They are: "Good Drivers Always Signal . . . Do You?" and "One out of Three Traffic Victims is a Pedestrian." The March leaflet has the "Good Drivers" design as a cover and inside has a cartoon gallery of "Portraits of the Other Fellow," which is featured on another page in this issue.

HERE'S THE APRIL POSTER

T-8932-C **25x38**

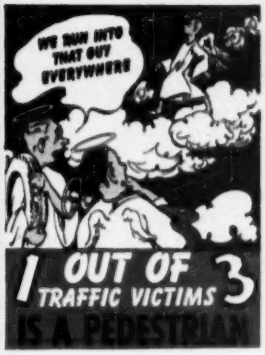
Lt. Col. Charles E. Doerler, Manager of the Caddo-Bossier Safety Council, Shreveport, La., was chairman of the March sub-committee. Other committee members were: William Ray, director of news and special events, National Broadcasting Company Central Division, Chicago; Dan Hollingsworth, manager of the Oklahoma City Safety Council; Inspector Edward J. Flanagan, Cleveland Police Department; Howard Hoyt, chief of the Kalamazoo, Mich., Police Department; and William L. Simon, National Highway Users Conference, Washington.

The April Operation Safety theme is Child Pedestrian and Bicycle Safety—a change from last year when the spring child safety program was in March. The traffic poster, appearing for the first time on this page, is a reproduction of a PUBLIC SAFETY cover which brought many favorable comments. To bring out the young lady's complexion to best advantage the poster will be printed in three colors instead of the two colors usually used for the 25 by 38 inch traffic posters. We hope she really gets around to many thousands of poster boards all over the country. J. J. Ashton, manager of the Delaware Safety Council, is sub-committee chairman for April.

The author is Secretary of the Council's Committee on Public Safety Education.

traffic and transportation POSTERS

PEDESTRIAN POSTER



NATIONAL SAFETY COUNCIL

T-8931-B 17x23

TRAFFIC POSTER

NATIONAL SAFETY COUNCIL

T-8890-C 25x38

POSTER PRICES ON SINGLE ORDER

Quantity	8½x11½" Size	Member Prices 11x17" Size	25x38" Size
1-9	$.08	$.16	$.20
10-99	.045	.14	.18
100-999	.04	.12	.12
1000 and over	.03	.09	.11

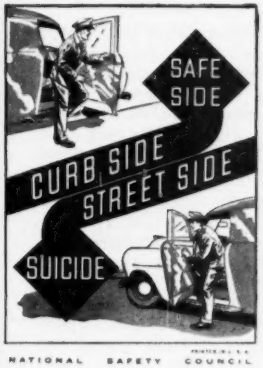
Prices to non-members are double the member prices — excepting the Pedestrian and Traffic posters (at left) which are same price to all purchasers.

25" x 38" Traffic Posters on Yearly Order
(Prices include one poster per month for 12 months)

Quantity	Price
1-9 sets	$2.00
10-99 sets	1.60
100-999 sets	1.20
1000 or more sets	1.10

Charge for imprinting this poster $21.00 for an electro-plate, plus $2.00 per month. Changes in imprint subject to same charge as new plate.

ORDER BY NUMBER FROM
NATIONAL SAFETY COUNCIL
20 North Wacker Drive, Chicago 6, Illinois

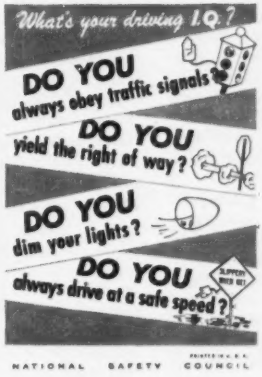


NATIONAL SAFETY COUNCIL

V-8928-A 8½x11½

NATIONAL SAFETY COUNCIL

V-8652-A 8½x11½


What's your driving I.Q.?
DO YOU always obey traffic signals
DO YOU yield the right of way?
DO YOU dim your lights?
DO YOU always drive at a safe speed?

NATIONAL SAFETY COUNCIL

V-8930-B 17x23

NATIONAL SAFETY COUNCIL

V-8501-A 8½x11½

NATIONAL SAFETY COUNCIL

V-8199-B 17x23

NATIONAL SAFETY COUNCIL

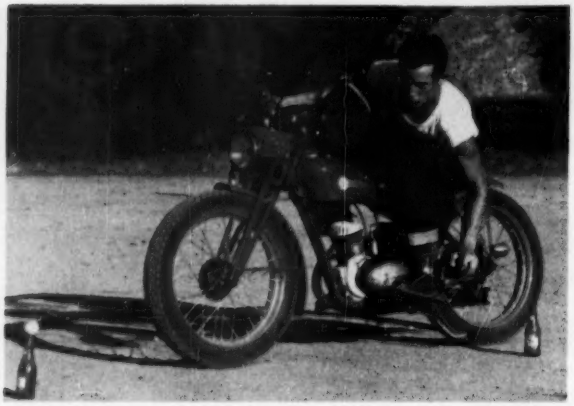
V-8929-B 17x23

NATIONAL SAFETY COUNCIL

V-8135-A 8½x11½

NATIONAL SAFETY COUNCIL

V-8380-A 8½x11½



piston pumpin' safety

THE serious business of learning lightweight power cycle safety is made an interesting game by the enterprising motorcycle dealer, Skip Fordyce of Riverside, California. Presiding over the "Piston Pumpers Club," Fordyce's young cyclists meet the first Saturday of each month at Evans Ball Park where they engage in such motorcycle games as Stake Race, Ride the Plank, Bottles and Oranges, Pony Express, Sack Race, and Whacking the Murphy.

Using fun as sugar coating for prosaic safety instruction, the motorcycle dealer's efforts won a letter of commendation from Commissioner Clifford E. Peterson of the California Highway Patrol.

Just how do these motorcycle games promote safety? How can fun promote this serious job of safety instruction? Fordyce's explanation is simple. The games, he claims, lend themselves to skillful handling of the cycles. As an example, he cites a common riding condition experienced by beginners, that of starting from a stop sign across the intersection in a wiggling and wobbling fashion before gaining sufficient momentum. However, when the riders learned to ride a plank with only a five-foot start, they gained such accurate control over their vehicles that these Piston Pumper club members no longer experience road weaving.

Fun is the keynote at the events, Fordyce believing that if the youngsters were aware of a safety program they would lose some of their present zest.

Every game is designed to teach the rider how to handle his power cycle under almost every type of condition that might arise on the highway. Picking off oranges from bottle tops creates adeptness of cycle handling as does Whacking the Murphy, a game whereby the cyclist descends with a club on a potato-topped stake. Slow riding ability—a decided asset in heavy traffic—is gained from the Slow Race. Participation in the Stake Race promotes a sense of coordination and balance.

Each Piston Pumper member is given a membership card which carries a number of safe riding rules. Adding good humor to the program is a humorous decal of a rabbit astride a lightweight power cycle. No noisy mufflers are allowed at the field meet. All mufflers must be okayed by a traffic officer who is present at every meet before the contest starts.

The unique safety program receives support from such organizations as the B.P.O. Elks, Junior Chamber of Commerce and the Kiwanis Club, all of which present trophies to the five high point winners. Win or not, all the youngsters receive free soda pop, ice cream and candy bars. A big trophy is presented by Fordyce to the high point winner of the year.

The program is reaping its reward in skillful power cycle handling. "But we never forget that the entire program is built around the theory that learning traffic safety can be fun when properly presented," concludes realistic Fordyce.

Michigan Studies Highway Speeds

From Page 7

ards of pavement markings, offering them a helpful booklet, "Standards for Pavement Markings," free of charge.

No-passing zones are painted with a solid reflectorized yellow line on the driver's side of the center line. In every case, except when making a left turn, a solid yellow line is a "barrier line" warning motorists that it is unlawful to cross. These lines are placed on trunklines in order to safeguard motorists and only after highway safety engineers have determined their necessity.

One of the most common errors observed on highways is the complete disregard of some motorists for the yellow line. Many head-on collisions, with their high death toll, would be averted if everyone would obey the yellow "barrier line."

In many cases, "SCHOOL," in letters 10-feet long, was painted or repainted on trunklines, near locations where children cross the roadway on their way to and from school. These pavement markings serve as an auxiliary safety precaution to the standard school warning signs placed in the right-of-way of the highway. Many railroad crossings are also designated by a large 20-foot cross-buck and the letter "RR" painted in the pavement.

Paint used by the Michigan State Highway Department is of a special quality designed to meet rigid specifications established by the Department's Testing and Research laboratories at the University of Michigan and Michigan State College. Drying quickly in from 20 to 30 minutes, the paint must be durable, weatherproof, able to stick to either bituminous materials or cement and must have adhesive qualities so that it will hold firmly billions of tiny glass beads which act as reflectors to aid nighttime visibility of the lines.

Last year, the Highway Department used as reflectorizing agents more than 246,000 pounds of crystal glass beads, smaller than a grain of salt. Motorists should reduce speeds while passing through a zone where painting is in progress, thereby assuring greater safety to the workers and also protecting the wet paint lines from smearing. All zones where paint is being applied are always clearly marked.

At several locations last year test sections of line were applied to deter-

mine the practicability of recently developed new paints. Those of the new developments which proved adaptable, have been incorporated in 1950 specifications. Michigan is one of the leading states in the nation in the use of reflectorized paint.

35 Picked Police Attend NUTI Course

Thirty-five police officers, picked in nationwide competition are attending the 1950 spring course in traffic police administration at the Traffic Institute, Northwestern University, Franklin M. Kreml, Institute director, announced.

Thirty-four of the officers are attending the course on awards provided by the Kemper Foundation for Traffic Safety, Chicago, and the Automotive Safety Foundation, Washington, D. C. One officer was declared eligible to attend as a tuition-paying student.

The comprehensive course in planning for police traffic supervision of highway use and users, opened February 1 and will continue through June 12. It includes more than 600 hours of classroom study, work projects, demonstrations, and a one-week field study trip.

The 35 men represent 18 municipal police departments in the United States, one in Canada, 10 state police and highway patrol organizations, and the Puerto Rico Insular Police.

Twenty-one of the men named by the Institute Board of Selection received awards from the Kemper Foundation for Traffic Safety. The Foundation furnished eight $650 fellowships and ten $250 tuition scholarships to city police officers. (The three fellowships awarded to Chicago, Los Angeles, and Philadelphia will be shared by two men from each department.) Eight $650 fellowships and five $250 tuition scholarships were granted to members of state departments and the Puerto Rico Insular Police by the Automotive Safety Foundation.

Members of the Board of Selection were: J. Lyndon Shanley, assistant dean, College of Liberal Arts, Northwestern University; Leonard W. Hagerup, assistant director of safety, Lumbermens Mutual Casualty Company, representing the Kemper Foundation; Norman Damon, vice president, Automotive Safety Foundation, and Police Commissioner John C. Prendergast, Chicago, representing the International Association of Chiefs of Police.

Winners of Kemper fellowships were:

Off. Jack Arthur, Indianapolis, Ind.

Sgt. Emmet A. Cooney, San Francisco.

Capt. Sam Manning, Memphis, Tenn.

Off. Maurice Small, Bangor, Me.

Sgt. Norman Will, Vancouver, B. C., Canada.

Sgt. Thomas R. Moloney, Chicago, Ill. / Off. Robert A. Osnoss, Chicago, Ill. — shared

Capt. George S. Robertson, Los Angeles, Calif. / Capt. Harold W. Sullivan, Los Angeles, Calif. — shared

Off. Joseph F. Halferty, Philadelphia, Pa. / Off. Harry G. Merker, Philadelphia, Pa. — shared

Winners of Kemper scholarships:

P. J. Bennett, chief of traffic, Sacramento, Calif.

Off. John J. Byrd,, Oklahoma City, Okla.

Lt. Eugené T. Fagan, Riverside, Calif.

Off. Jack S. Fahlstedt, Grand Rapids, Mich.

Off. Leslie G. MacMurray, Brookline, Mass.

Lt. Clemens W. Merz, Jr., Cincinnati, Ohio.

Capt. George S. Pavol, Gary, Ind.

Sgt. William H. Polkinghorn, Detroit.

Lt. William C. Turner, Norfolk, Va.

Robert G. Schmal, accident investigator, Hammond, Ind.

Winners of Automotive Safety Foundation fellowships:

Sgt. William E. Beck, California Highway Patrol.

Lt. Earl Reith, Maryland State Police.

Lt. Martin Puncke, Michigan State Police.

Cpl. Robert P. Angell, Michigan State Police.

Capt. Jack Sutherland, Texas Highway Patrol.

Sgt. J. C. Holl, Washington State Patrol.

Sgt. W. Bruce Umpleby, Ohio State Highway Patrol.

Sgt. Sam Walton, Virginia State Police.

Winners of Automotive Safety Foundation scholarships:

Sgt. Louis Marchese, Connecticut State Police.

Off. Harlan L. Fredeen, Minnesota Highway Patrol.

Sgt. Astol Calero Toledo, Puerto Rico Insular Police, San Juan, P. R.

Sgt. Leonard A. Overhouse, California Highway Patrol.

Sgt. R. Max Branch, Indiana State Police.

Declared eligible to attend as tuition paying student:

Off. Kevin J. Carroll, Buffalo, N. Y.

Transit Safety Conference Proceedings

Proceedings of the National Transit Safety Conference held in Chicago in September, 1949, have been compiled and published by the American Transit Association. A verbatim report is available from ATA for $1 per copy. Address requests to 292 Madison Avenue, New York 17, N. Y.

Harper's Article Urges Driver Education Program

Teen-age drivers can be taught to overcome the psychological factor which makes them "show-off" behind the wheel.

According to an article in the January issue of *Harper's* magazine, "How To Save Lives in Traffic," the inauguration of a national training program that would teach youngsters how to drive could also instill in young motorists a sense of responsibility which would counteract the opinion that it is "smart" to be a reckless driver.

Bruce Bliven, author of the article, advocates a universal training program for prospective drivers of school age and shows the need for such a project. He writes that one in every three fatal accidents involves a driver under 25 years of age and that 16-year olds have nine times as many accidents as do people of 45 to 50, in proportion to their numbers.

Mr. Bliven, whose article is the result of an analysis of the success realized by traffic engineers in several large cities, including Los Angeles, Chicago and Detroit, also urges a national accident prevention program which would employ the findings of such experts and standardize highway regulations throughout the country. In doing so, he lists eight major principles of traffic engineering, which, he feels, should be incorporated into the proposed program. They include better training for law enforcement officials, better licensing of drivers, better analysis and use of accident records, reasonable restrictions on motorists, uniform control of traffic, better highways, and better car design.

Moyer Heads Highway Research Board

Ralph A. Moyer, research engineer, Institute of Transportation and Traffic Engineering, and professor of Civil Engineering, University of California, at Berkeley, has been named chairman of the Highway Research Board of the National Research Council.

Professor Moyer is a nationally known authority on the economics of motor vehicle operation, and is particularly known to the readers of PUBLIC SAFETY for his writings on this subject and on winter hazards. He is chairman of the Council's Committee on Winter Driving Hazards.

* * *

Check and double check your car. Keep it in top mechanical condition and help check accidents.

1949 TRAFFIC TOLL-31,500

From Page 6

1949 and between 1948 and 1949, for each region is shown in the following table:

	1947-49 Change (12 Mos.)	1948-49 Change (12 Mos.)
North Atlantic	— 7%	— 2%
South Atlantic	0	+ 4%
North Central	— 2%	— 4%
South Central	— 5%	— 4%
Mountain	— 1%	— 8%
Pacific	12%	0

The 29 states reporting fewer deaths in 1949 than in 1948 were:

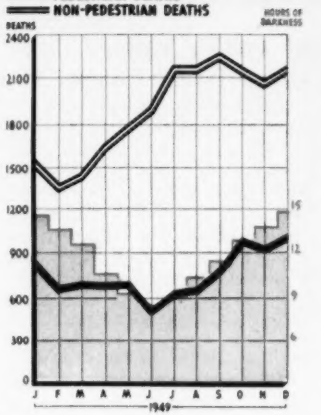
Vermont	—22%
Connecticut	—21%
New Hampshire	—21%
Utah	—21%
Idaho	—17%
Nevada	—15%
Oregon	—14%
Washington	—14%
Maine	—12%
Wisconsin	— 9%
Alabama	— 9%
Arizona	— 9%
Illinois	— 8%
Colorado	— 8%
Mississippi	— 8%
South Dakota	— 6%
Wyoming	— 6%
Texas	— 5%
Florida	— 5%
Nebraska	— 5%
Pennsylvania	— 4%
Michigan	— 4%
Georgia	— 4%
Arkansas	— 4%
Minnesota	— 3%
Missouri	— 2%
Iowa	— 2%
Tennessee	— 2%
New Jersey	— 1%

The reductions given in the foregoing table, together with the percentage changes shown for other states in the accompanying state record table, are based on preliminary reports received by the National Safety Council prior to January 25, 1950. These reports are compared with reports received by the National Safety Council prior to January 25, 1949, for the year 1948. The death totals, as well as the percentage changes, are subject to revision as later information is received. Death totals for motor-vehicle accidents cannot be considered complete until all injured persons are recovered or until a period of six months beyond the close of the year has elapsed. Comparisons, at this time, of preliminary 1949 reports with final 1948 reports would have tended to exaggerate the reduction or to minimize the increase in deaths during 1949 compared to 1948. In order to avoid, as far as possible, this distortion, comparisons have been made between reports of death totals received in the National Safety Council office at approximately the same time each year.

Traffic deaths in urban areas were fewer in 1949. All cities in the different size groups showed decreases in 1949 over 1948.

The greatest reduction — 15 per cent—was shown by the 32 reporting cities with 200,000 to 500,000 population.

1949 PEDESTRIAN AND NONPEDESTRIAN MONTHLY DEATHS AND HOURS OF DARKNESS



Decreases of 12 per cent were reported by 82 cities of 50,000 to 100,000 population, and 135 cities of 10,000 to 25,000 population.

Among cities of 100,000 to 200,000 population, a 6 per cent decrease was indicated, while cities with more than 500,000 population cut traffic deaths 11 per cent during the year.

The following cities with more than 200,000 population reported decreases in 1949 from 1948:

Portland, Ore.	—41%
Kansas City, Mo.	—41%
San Francisco, Calif.	—40%

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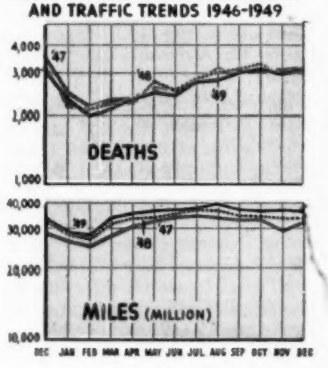
Motor Vehicle Deaths and Death Rates

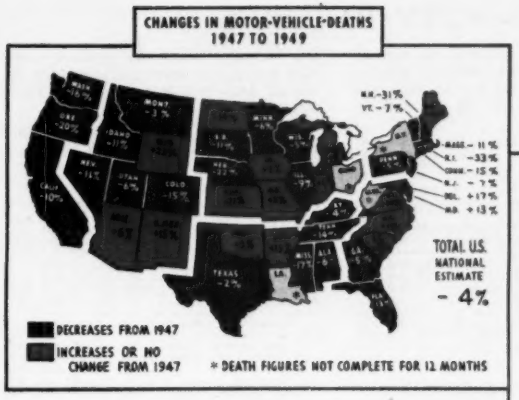
Month	Motor Vehicle Deaths 1949	1948	1947†	% Changes 1948-49	1947-49	Mileage Death Rates* 1949	1948	1947
January	2,340	2,190	2,475	+ 7%	— 5%	8.1	7.8	9.3
February	2,010	2,120	2,173	— 5%	— 8%	7.2	8.0	8.8
March	2,120	2,210	2,313	— 4%	— 8%	6.3	7.0	8.2
April	2,320	2,210	2,357	+ 5%	— 2%	6.5	6.6	7.8
May	2,470	2,770	2,646	—11%	— 7%	6.7	8.2	8.0
June	2,400	2,530	2,512	— 5%	— 4%	6.5	7.2	7.6
July	2,780	2,810	2,796	— 1%	— 1%	7.4	7.6	8.1
August	2,800	3,010	3,118	— 7%	—10%	7.0	8.3	9.3
September	3,020	3,080	3,007	— 2%	0	8.1	8.8	9.3
October	3,110	3,270	3,060	— 5%	+ 2%	8.5	9.5	9.1
November	2,980	2,980	3,092	0	— 4%	8.1	8.9	10.5
December	3,150	3,080	3,148	+ 2%	0	8.8	9.2	9.9
TOTAL	31,500	32,259†	32,697	— 2%	— 4%	7.4	8.1	8.8

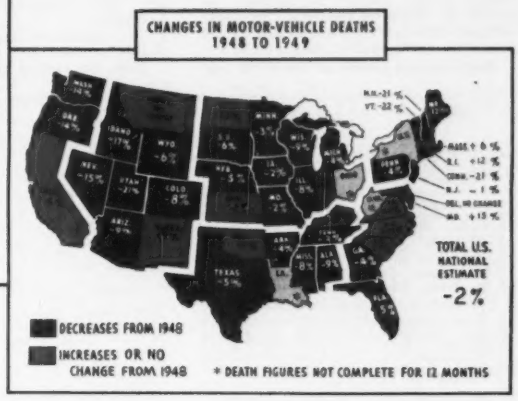
†National Office of Vital Statistics.
*Mileage death rate equals motor vehicle deaths per 100,000,000 vehicle-miles.

Mileage death rates for 1949 in the accompanying table are estimated from gasoline consumption reports for 48 states through June, 47 states through August, 45 states for September, 42 states for October and 22 states for November. December mileage estimated from seasonal trend. Final figures will be adjusted to include latest data.

MONTHLY MOTOR-VEHICLE DEATHS AND TRAFFIC TRENDS 1946-1949




CHANGES IN MOTOR-VEHICLE DEATHS
1947 TO 1949
TOTAL U.S. NATIONAL ESTIMATE
- 4%
DECREASES FROM 1947
INCREASES OR NO CHANGE FROM 1947
* DEATH FIGURES NOT COMPLETE FOR 12 MONTHS


CHANGES IN MOTOR-VEHICLE DEATHS
1948 TO 1949
TOTAL U.S. NATIONAL ESTIMATE
-2%
DECREASES FROM 1948
INCREASES OR NO CHANGE FROM 1948
* DEATH FIGURES NOT COMPLETE FOR 12 MONTHS

TRAFFIC DEATHS — STATE RECORDS

Glossary of Abbreviations:

T.S.: Traffic fatalities, by place and time of accident, reported by state motor-vehicle traffic authorities.

V.S.: Motor-vehicle fatalities, by place and time of death, reported by registrars of vital statistics.

Pop. Rate: U. S. population rate is the estimated annual number of deaths, per 100,000 population. State population rate, is the estimated annual number of deaths per 100,000 population.

Mileage rate: Death rate based upon 100,000,000 vehicle miles. U. S. estimate based on 12 months; states 6 to 11 months.

States shown in heavy type indicate improvement or no change in 1949 compared with 1948.

All figures are provisional.

	Source	Months Reported	Deaths 1949	Deaths 1948	Deaths 1947	% Changes 1948 to 1949	% Changes 1947 to 1949	1949 Pop. Rate	1949 Mile. Rate
TOTAL U.S.		12	31,500	32,259	32,697	— 2%	— 4%	21.2	7.4
Ala.	TS	12	574	630	612	— 9%	— 6%	19.7	9.1
Ariz.	TS	12	272	298	256	— 9%	+ 6%	36.5	10.2
Ark.	TS	12	390	406	345	— 4%	+13%	19.9	9.0
Calif.	TS	12	2,971	2,863	3,297	+ 4%	—10%	27.9	7.3
Colo.	TS	12	314	341	369	— 8%	—15%	25.8	7.2
Conn.	TS	12	198	251	252	—21%	—15%	9.8	3.4
Del.	TS	12	81	81	69	0	+17%	26.1	7.8
Fla.	TS	12	656	687	753	— 5%	—13%	26.3	7.5
Ga.	TS	12	706	738	745	— 4%	— 5%	22.1	8.0
Idaho	TS	12	166	200	187	—17%	—11%	28.0	7.3
Ill.	TS	12	1,781	1,939	1,949	— 8%	— 9%	21.1	7.3
Ind.	TS	12	1,117	1,066	1,101	+ 5%	+ 1%	28.0	8.5
Ia.	TS	12	551	563	547	— 2%	+ 1%	20.8	6.2
Kans.	TS	12	494	485	408	+ 2%	+21%	25.4	7.9
Ky.	TS	12	573	512	597	+12%	— 4%	19.8	8.5
La.	VS	11	386	488	453	—21%	—15%	16.0	7.4
Me.	TS	12	160	181	157	—12%	+ 2%	17.6	5.9
Md.	TS	12	459	399	405	+15%	+13%	21.1	8.1
Mass.	TS	12	470	444	526	+ 6%	—11%	10.0	3.9
Mich.	VS	12	1,446	1,513	1,433	— 4%	+ 1%	22.8	7.0
Minn.	TS	12	534	550	569	— 3%	— 6%	17.9	5.8
Miss.	TS	12	362	394	438	— 8%	—17%	17.0	7.5
Mo.	TS	12	788	803	764	— 2%	+ 3%	20.0	5.4
Mont.	TS	12	161	161	166	0	— 3%	30.9	8.0
Neb.	TS	12	256	269	330	— 5%	—22%	19.9	5.6
Nev.	TS	12	82	97	92	—15%	—11%	47.1	9.0
N. H.	TS	12	71	90	103	—21%	—31%	13.1	4.0
N. J.	TS	12	593	596	636	— 1%	— 7%	12.2	3.9
N. M.	VS	12	293	270	255	+ 9%	+15%	49.7	11.2
N. Y.	TS	11	1,681	1,607	1,737	+ 5%	— 3%	12.7	6.1
N. C.	TS	12	843	735	832	+15%	+ 1%	21.8	8.2
N. D.	TS	12	134	109	118	+23%	+14%	22.1	8.4
Ohio	VS	11	1,611	1,698	1,669	— 5%	— 3%	22.0	7.0
Okla.	TS	12	518	505	504	+ 3%	+ 3%	22.5	8.5
Ore.	TS	12	351	408	437	—14%	—20%	20.2	5.5
Pa.	TS	12	1,573	1,641	1,660	— 4%	— 5%	14.8	6.1
R. I.	TS	12	58	52	87	+12%	—33%	7.8	3.0
S. C.	TS	12	539	513	538	+ 5%	0	26.9	10.8
S. D.	TS	12	131	140	148	— 6%	—11%	20.2	6.2
Tenn.	TS	12	593	606	692	— 2%	—14%	18.3	8.1
Texas	TS	12	1,928	2,031	1,965	— 5%	— 2%	25.6	7.0
Utah	TS	12	173	220	185	—21%	— 6%	25.4	7.6
Vt.	TS	12	65	83	70	—22%	— 7%	17.6	5.5
Va.	TS	12	800	725	699	+10%	+14%	25.8	8.9
Wash.	TS	12	438	507	522	—14%	—16%	17.0	5.6
W. Va.	TS	11	318	364	350	—13%	— 9%	17.9	7.7
Wis.	TS	12	742	812	777	— 9%	— 5%	22.1	6.9
Wyo.	TS	12	157	145	111	— 6%	+25%	48.2	10.7
CANADIAN PROVINCES									
B. C.	TS	10	125	144	151	—13%	—17%	18.5	.....
Man.	TS	12	102	87	70	+17%	+46%	14.1	.....
Ont.	TS	9	594	490	497	+21%	+20%	21.1	.....
Sask.	TS	9	64	66	38	— 3%	+68%	9.6	.....

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Non-traffic motor-vehicle deaths (where the accident occurred on home or industrial premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1949 registration death rate which is the number per 10,000 registered vehicles. Vehicle registration figures are for the year 1949 and were supplied by R. L. Polk & Company.

The population rate is the number of deaths annually per 100,000 population.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by size of total vehicle registration — from large to small.

Cities shown in heavy type have improved in 1949 compared with 1948.

All figures are provisional.

	Twelve Months 1949	1948	1947	1949 Reg. Pop. Rate	1949 Pop. Rate
ALL REPORTING CITIES				3.1	10.0
Group I (Over 500,000 Population)					
1. Minneapolis, Minn.	39	54	52	2.3	7.3
2. San Francisco, Calif.	53	88	94	2.3	6.4
3. Buffalo, N. Y.	46	51	55	3.0	7.2
4. Milwaukee, Wis.	49	43	51	3.2	7.8
5. Cleveland, Ohio	89	96	98	3.2	9.1
6. Detroit, Mich.	183	208	193	3.2	10.4
7. Los Angeles, Calif.	259	280	393	3.3	14.3
8. St. Louis, Mo.	80	94	90	3.5	9.8
All cities in this group				3.8	9.6
9. Washington, D. C.	64	52	65	3.8	7.4
10. New Orleans, La.	40	55	60	4.0	7.4
11. Baltimore, Md.	84	77	90	4.1	9.1
12. Philadelphia, Pa.	151	148	193	4.4	9.1
13. Pittsburgh, Pa.	70	84	78	5.0	10.4
14. Chicago, Ill.	402	478	505	5.4	10.8
Group II (200,000 to 500,000 Population)					
1. Oklahoma City, Okla.	15	20	15	1.6	5.9
2. Providence, R. I.	15	17	20	1.9	5.5
3. Kansas City, Mo.	25	42	46	2.0	6.0
4. Portland, Ore.	33	56	52	2.0	8.4
5. Rochester, N. Y.	25	28	32	2.2	7.3
6. Syracuse, N. Y.	14	13	24	2.3	6.8
7. Miami, Fla.	26	37	37	2.3	10.5
8. Dallas, Tex.	37	48	44	2.4	9.7
9. Richmond, Va.	18	16	24	2.6	7.4
10. Houston, Tex.	51	62	60	2.9	12.6
11. Seattle, Wash.	53	65	61	2.9	11.0
12. Toledo, Ohio	35	48	51	3.0	11.7
13. Cincinnati, Ohio	43	71	74	3.1	9.0
14. Oakland, Calif.	40	48	49	3.1	10.0
15. St. Paul, Minn.	32	40	31	3.1	11.1
16. Columbus, Ohio	38	50	46	3.2	11.3
All cities in this group				3.2	10.7
17. Worcester, Mass.	15	15	19	3.4	7.5
18. Omaha, Neb.	23	31	25	3.4	10.3
19. Indianapolis, Ind.	57	64	66	3.5	13.2
20. Denver, Colo.	49	47	64	3.5	12.3
21. Memphis, Tenn.	30	37	37	3.6	8.8
22. Long Beach, Calif.	38	42	25	3.7	15.3
23. Jacksonville, Fla.	25	25	22	3.8	10.0
24. Atlanta, Ga.	43	32	36	3.8	14.2
25. Akron, Ohio	35	41	33	3.8	12.8
26. Dayton, Ohio	39	43	40	3.9	16.2
27. San Antonio, Tex.	45	60	51	4.1	10.9
28. Louisville, Ky.	40	49	46	4.5	11.5
29. Birmingham, Ala.	33	38	36	4.7	12.8
30. San Diego, Calif.	49	42	58	5.0	12.5
31. Norfolk, Va.	23	17	11	5.1	9.9
32. Fort Worth, Tex.	50	31	40	5.7	23.2
(Group III (100,000 to 200,000 Population)					
1. Savannah, Ga.	5	13	14	1.0	2.4
2. Waterbury, Conn.	5	10	7	1.1	2.8
3. Grand Rapids, Mich.	10	12	19	1.2	6.1
4. Bridgeport, Conn.	6	11	11	1.3	3.8
5. Arlington, Va.	5	5	10	1.4	4.0
6. Canton, Ohio	7	15	21	1.6	5.2
7. Elizabeth, N. J.	5	9	6	1.8	4.5
8. Lynn, Mass.	4	6	7	2.0	5.4
9. Hartford, Conn.	10	8	14	2.1	5.5
10. Trenton, N. J.	11	12	12	2.2	8.8
11. Tulsa, Okla.	17	19	20	2.3	11.0
12. Honolulu, T. H.	20	30	25	2.4	8.5
13. Austin, Tex.	9	11	15	2.4	8.6
14. Peoria, Ill.	10	11	22	2.4	9.5
15. Wichita, Kans.	17	8	15	2.5	11.0
16. Kansas City, Kans.	11	11	7	2.5	9.1
17. Corpus Christi, Tex.	9	12	13	2.6	7.9
18. Flint, Mich.	17	30	18	2.7	11.2
19. Wilmington, Del.	10	7	4	2.7	8.8
20. Cambridge, Mass.	7	9	11	2.9	6.3
21. Springfield, Mass.	15	10	12	2.9	8.7
22. Knoxville, Tenn.	11	19	15	3.0	9.9
23. Fort Wayne, Ind.	17	17	15	3.0	13.0
24. Utica, N. Y.	8	8	7	3.0	7.5
All cities in this group				3.2	10.6
25. Erie, Pa.	14	24	20	3.3	12.0
26. Spokane, Wash.	18	19	19	3.3	12.0
27. Tampa, Fla.	15	8	22	3.5	12.3
28. Salt Lake City, Utah	24	20	19	3.6	14.5
29. New Haven, Conn.	15	13	10	3.6	8.8
30. Sacramento, Calif.	25	24	19	3.7	20.5
31. South Bend, Ind.	17	18	23	3.8	16.8
32. Chattanooga, Tenn.	13	23	14	3.8	9.4
33. Charlotte, N. C.	17	15	21	3.9	14.5
34. Lowell, Mass.	7	9	19	3.9	6.9
35. Nashville, Tenn.	23	28	36	4.0	12.8
36. Reading, Pa.	13	11	11	4.2	11.8
37. Des Moines, Ia.	23	26	23	4.3	14.4
38. Evansville, Ind.	19	11	24	4.5	16.5
39. Duluth, Minn.	17	25	18	6.3	15.5
40. Berkeley, Calif.	24	2	10	6.4	23.2
41. El Paso, Tex.	24	13	19	7.4	22.9
42. Gary, Ind.	35	26	30	10.8	31.3
Group IV (50,000 to 100,000 Population)					
1. Lakewood, Ohio	1	3	2	0.4	1.4
2. Evanston, Ill.	1	5	7	0.5	1.4
3. New Britain, Conn.	1	4	2	0.5	1.3
4. Lansing, Mich.	3	10	11	0.7	3.8
5. Jackson, Mich.	2	1	2	0.7	3.8
6. Muskegon, Mich.	2	7	5	0.7	4.0
7. Medford, Mass.	1	0	3	0.8	1.5
8. Springfield, Mo.	2	5	11	0.8	2.9
9. Lubbock, Tex.	2	5	2	0.8	3.6
10. Kalamazoo, Mich.	3	10	11	0.9	4.6
11. Pawtucket, R. I.	2	3	10	0.9	2.5
12. Waterloo, Ia.	2	7	12	0.9	3.9
13. Oak Park, Ill.	2	2	7	1.0	2.5
14. Alameda, Calif.	2	4	4	1.1	2.2
15. New Rochelle, N. Y.	1	2	1	1.2	3.1
16. Cedar Rapids, Ia.	3	4	6	1.3	4.1
17. Lincoln, Neb.	4	6	11	1.3	4.9
18. Allentown, Pa.	4	8	12	1.3	4.1
19. Topeka, Kans.	4	1	5	1.4	4.8
20. Mount Vernon, N. Y.	3	1	2	1.5	4.5
21. Columbia, S. C.	5	11	4	1.6	6.5
22. Lancaster, Pa.	4	6	7	1.6	6.5
23. Stamford, Conn.	3	7	5	1.7	4.9
24. Covington, Ky.	3	7	4	1.7	4.5
25. Winston-Salem, N. C.	5	7	7	1.8	5.8
26. Macon, Ga.	4	5	8	1.8	6.9
27. Pueblo, Colo.	4	11	7	1.8	7.7
28. Tucson, Ariz.	7	2	8	1.8	9.5
29. St. Petersburg, Fla.	7	16	18	1.9	8.2
30. Johnstown, Pa.	4	7	7	1.9	6.0
31. San Jose, Calif.	10	18	18	2.0	12.4
32. Pontiac, Mich.	7	8	5	2.0	9.5
33. Pasadena, Calif.	11	13	17	2.1	11.2
34. Chicopee, Mass.	3	3	4	2.2	5.8
35. Fort Smith, Ark.	3	4	6	2.2	5.9
36. Charleston, S. C.	4	4	7	2.3	4.3
37. St. Joseph, Mo.	5	16	2	2.3	6.6
38. Binghamton, N. Y.	7	11	13	2.3	7.7
39. Battle Creek, Mich.	6	4	2	2.3	10.9
40. West Haven, Conn.	2	4	1	2.3	3.6
41. Shreveport, La.	10	11	13	2.5	10.2
42. Columbus, Ga.	5	4	6	2.5	7.3
43. Highland Park, Mich.	4	9	8	2.5	7.9
44. Little Rock, Ark.	7	16	7	2.6	7.1
All cities in this group				2.6	9.1
45. Rockford, Ill.	12	9	11	2.8	13.0
46. Muncie, Ind.	6	10	10	2.8	9.5
47. Madison, Wis.	8	7	5	2.8	10.5
48. Cleveland Hgts., Ohio	6	1	2	2.8	10.9
49. York, Pa.	8	3	5	2.8	9.1
50. Stockton, Calif.	12	14	14	2.8	18.2
51. Davenport, Ia.	7	12	13	2.8	10.6
52. Montgomery, Ala.	8	6	11	3.0	8.7
53. Glendale, Calif.	13	13	5	3.0	13.5
54. Portland, Me.	6	6	6	3.0	7.5
55. Green Bay, Wis.	6	13	5	3.0	11.3
56. Decatur, Ill.	8	0	7	3.2	13.5
57. Cicero, Ill.	6	13	12	3.2	9.3
58. Santa Monica, Calif.	8	11	12	3.2	13.9
59. Racine, Wis.	7	7	12	3.5	9.6
60. Manchester, N. H.	6	8	4	3.3	7.7
61. Brookline, Mass.	5	2	3	3.3	8.8
62. Atlantic City, N. J.	4	4	7	3.3	6.0
63. Saginaw, Mich.	13	11	10	3.4	13.6
64. Springfield, Ohio	9	9	13	3.5	11.3
65. East Orange, N. J.	6	2	6	3.5	8.2
66. Sioux City, Ia.	9	10	16	3.7	9.8
67. Terre Haute, Ind.	10	8	7	3.9	14.5
68. Greensboro, N. C.	10	5	3	3.9	12.4
69. Roanoke, Va.	10	5	3	4.2	14.4
70. Springfield, Ill.	14	11	10	4.2	18.5
71. Dubuque, Ia.	6	6	2	4.3	11.5
72. Wilkes-Barre, Pa.	9	2	9	4.4	10.0
73. Clifton, N. J.	8	3	16	4.7	15.3
74. Durham, N. C.	10	3	6	5.1	14.1
75. Hamilton, Ohio	10	4	13	5.1	19.8
76. Dearborn, Mich.	19	19	18	5.3	26.0
77. Brockton, Mass.	9	4	8	5.8	14.4
78. Anderson, Ind.	11	6	3	5.9	21.9
79. Jackson, Miss.	11	6	5	7.9	17.7
80. Hammond, Ind.	19	25	17	8.8	27.1
81. East Chicago, Ind.	10	16	9	9.1	18.5
82. Hamtramck, Mich.	9	12	4	13.9	16.1
Group V (25,000 to 50,000 Population)					
1. Ann Arbor, Mich.	0	2	5	0.0	0.0
2. Great Falls, Mont.	0	9	3	0.0	0.0
3. Rochester, Minn.	0	2	1	0.0	0.0
4. Stratford, Conn.	0	2	4	0.0	0.0
5. Manchester, Conn.	0	5	3	0.0	0.0
6. Torrington, Conn.	0	1	3	0.0	0.0
7. Fond du Lac, Wis.	0	2	2	0.0	0.0
8. Belmont, Mass.	0	0	0	0.0	0.0
9. Concord, N. H.	0	4	5	0.0	0.0
10. Boise, Idaho	1	2	3	0.5	3.8
11. Rock Island, Ill.	1	5	4	0.6	2.3
12. Poughkeepsie, N. Y.	1	0	1	0.8	2.4
13. West Hartford, Conn.	1	3	3	0.7	2.7
14. Marion, Ohio	1	0	3	0.8	2.9
15. Appleton, Wis.	1	2	4	0.8	3.2
16. Newburgh, N. Y.	1	7	1	0.8	3.1
17. Fargo, N. D.	1	2	2	0.9	3.1
18. Waltham, Mass.	1	1	1	0.9	2.5
19. Steubenville, Ohio	1	4	2	1.0	2.7
20. Warren, Ohio	1	3	8	1.0	4.7
21. New London, Conn.	1	3	1	1.0	3.0
22. Mason City, Ia.	1	1	1	1.0	3.4
23. Hamden, Conn.	1	2	8	1.1	4.0
24. Petersburg, Va.	1	6	3	1.1	3.0
25. Oak Ridge, Tenn.	1	0	0	1.1	2.8
26. Aurora, Ill.	2	4	2	1.1	4.2
27. East Hartford, Conn.	1	0	3	1.1	3.5
28. Modesto, Calif.	3	4	4	1.3	5.0
29. Middletown, Conn.	1	5	0	1.3	3.5
30. Wauwatosa, Wis.	2	0	2	1.3	6.5
31. Colorado Spgs., Colo.	3	4	5	1.4	7.2
32. Zanesville, Ohio	2	5	5	1.4	5.0
33. High Point, N. C.	2	3	1	1.4	5.2
34. Teaneck, N. J.	1	1	2	1.4	4.0
35. Lafayette, Ind.	2	5	2	1.5	4.7
36. Fairfield, Conn.	1	5	4	1.6	4.0
37. West Allis, Wis.	3	5	1	1.6	7.4
38. E. Providence, R. I.	1	2	5	1.6	3.1
39. Eau Claire, Wis.	2	1	5	1.6	5.6
40. Lynchburg, Va.	2	3	9	1.7	4.1
41. Cheyenne, Wyo.	2	2	1	1.7	4.4
42. Arlington, Mass.	2	3	5	1.7	4.6
43. Watertown, N. Y.	2	2	4	1.7	6.0
44. Ferndale, Mich.	2	7	2	1.8	7.3
45. Beverly Hills, Calif.	5	4	6	1.8	10.6
46. Burlington, Iowa	2	1	0	1.9	5.4
47. Wausau, Wis.	2	2	2	1.9	6.1
48. Fitchburg, Mass.	2	3	8	1.9	4.4
49. Beloit, Wis.	2	1	3	2.0	7.9
50. Vallejo, Calif.	3	0	2	2.0	7.0
51. Bristol, Conn.	2	2	5	2.0	5.9
52. San Mateo, Calif.	3	6	9	2.0	8.4
53. San Leandro, Calif.	3	2	1	2.0	11.2
54. Wyandotte, Mich.	3	5	3	2.1	7.4
55. Orange, N. J.	2	2	2	2.3	5.6
56. Sioux Falls, S. D.	4	4	3	2.3	9.8
57. Bloomfield, N. J.	3	1	4	2.3	6.7
58. Elmira, N. Y.	4	2	6	2.4	8.1
59. White Plains, N. Y.	4	5	3	2.4	9.9
60. Mansfield, Ohio	5	5	2	2.5	13.4
All cities in this group				2.5	9.2
61. Meriden, Conn.	3	5	2	2.5	7.0
62. Baton Rouge, La.	9	5	2	2.6	21.1
63. University City, Mo.	3	1	2	2.6	7.5
64. Sandusky, Ohio	3	8	7	2.7	10.6
65. Palo Alto, Calif.	4	2	1	2.7	14.3
66. Alexandria, Va.	6	1	5	2.8	12.8
67. Royal Oak, Mich.	5	6	6	2.8	14.2
68. Jamestown, N. Y.	4	12	8	2.8	8.3
69. Plainfield, N. J.	4	2	3	2.8	9.9
70. Kokomo, Ind.	4	1	0	2.8	11.8
71. Waukegan, Ill.	4	4	7	2.9	8.8
72. Joliet, Ill.	7	7	7	2.9	16.5
73. Independence, Mo.	4	4	1	3.0	13.9
74. Albuquerque, N. M.	11	6	1	3.0	13.1
75. La Crosse, Wis.	4	2	3	3.0	8.6
76. Lakeland, Fla.	4	3	2	3.0	14.7
77. Ft. Lauderdale, Fla.	5	9	9	3.0	16.2
78. Everett, Wash.	5	4	5	3.1	16.6
79. St. Cloud, Minn.	3	1	6	3.2	8.9
80. Hackensack, N. J.	3	1	0	3.3	11.4
81. Elgin, Ill.	5	2	6	3.3	11.0
82. Tallahassee, Fla.	4	2	0	3.4	14.9
83. Middletown, Ohio	4	0	3	3.4	12.8
84. Bloomington, Ill.	4	2	2	3.5	12.2

		Twelve Months			1949 Reg. Rate	1949 Pop. Rate
		1949	1948	1947		
85.	Elkhart, Ind.	6	3	3	3.6	18.0
86.	**Riverside, Calif.**	**8**	**13**	**10**	**3.6**	**16.7**
87.	Council Bluffs, Ia.	5	4	5	3.6	12.1
88.	Norwalk, Conn.	3	3	1	3.7	7.0
89.	**Parkersburg, W. Va.**	**4**	**9**	**4**	**3.7**	**12.7**
90.	Belleville, Ill.	5	5	5	3.7	15.0
91.	Rome, N. Y.	4	4	2	3.8	11.7
92.	Superior, Wis.	3	4	3	3.8	7.9
93.	Kingston, N. Y.	4	0	1	4.1	14.0
94.	Bay City, Mich.	8	7	3	4.3	13.9
95.	Newport News, Va.	5	1	6	4.3	11.0
96.	Kearny, N. J.	3	2	4	4.6	7.1
97.	West Orange, N. J.	4	2	0	4.7	15.6
98.	Moline, Ill.	6	3	6	4.7	17.3
99.	Oshkosh, Wis.	6	5	6	4.8	15.3
100.	Central Falls, R. I.	3	0	1	5.2	11.9
101.	**Gadsden, Ala.**	**5**	**6**	**8**	**5.2**	**13.5**
102.	Galesburg, Ill.	6	4	1	5.5	20.8
103.	**Portsmouth, Ohio**	**6**	**9**	**16**	**5.5**	**14.8**
104.	Wilmington, N. C.	7	1	6	5.6	14.7
105.	Provo, Utah	5	4	5	5.7	16.7
106.	Fairmont, W. Va.	6	3	7	5.9	22.1
107.	**San Bernardino, Calif.**	**18**	**20**	**17**	**6.2**	**32.0**
108.	Tuscaloosa, Ala.	6	4	5	6.2	16.3
109.	Greenwich, Conn.	6	4	6	7.7	16.3
110.	Lwr. Merion Twp., Pa.	11	5	7	8.8	24.5

Group VI (10,000 to 25,000 Population)

1.	Richland, Wash.	0	0	1	0.0	0.0
2.	**Kenmore, N. Y.**	**0**	**1**	**2**	**0.0**	**0.0**
3.	Uniontown, Pa.	0	0	5	0.0	0.0
4.	**Danbury, Conn.**	**0**	**2**	**0**	**0.0**	**0.0**
5.	**Lockport, N. Y.**	**0**	**1**	**6**	**0.0**	**0.0**
6.	**Freeport, Ill.**	**0**	**2**	**1**	**0.0**	**0.0**
7.	Meadville, Pa.	0	0	1	0.0	0.0
8.	**Lawrence, Kans.**	**0**	**1**	**0**	**0.0**	**0.0**
9.	**Westfield, N. J.**	**0**	**2**	**0**	**0.0**	**0.0**
10.	Wooster, Ohio	0	0	2	0.0	0.0
11.	**Huntington, Ind.**	**0**	**1**	**2**	**0.0**	**0.0**
12.	Webster Groves, Mo.	0	0	0	0.0	0.0
13.	**Aberdeen, S. D.**	**0**	**2**	**5**	**0.0**	**0.0**
14.	Mt. Lebanon, Pa.	0	0	1	0.0	0.0
15.	Goshen, Ind.	0	0	1	0.0	0.0
16.	Albert Lea, Minn.	0	0	2	0.0	0.0
17.	**Hibbing, Minn.**	**0**	**2**	**4**	**0.0**	**0.0**
18.	**Ottawa, Ill.**	**0**	**2**	**0**	**0.0**	**0.0**
19.	**Brainerd, Minn.**	**0**	**1**	**2**	**0.0**	**0.0**
20.	**Reidsville, N. C.**	**0**	**1**	**0**	**0.0**	**0.0**
21.	Bismarck, N. D.	0	0	0	0.0	0.0
22.	**Leominster, Mass.**	**0**	**3**	**3**	**0.0**	**0.0**
23.	Faribault, Minn.	0	0	2	0.0	0.0
24.	Newton, Kans.	0	0	0	0.0	0.0
25.	**Fergus Falls, Minn.**	**0**	**1**	**0**	**0.0**	**0.0**
26.	Highland Park, Tex.	0	0	1	0.0	0.0
27.	Naugatuck, Conn.	0	0	2	0.0	0.0
28.	**Watertown, Wis.**	**0**	**3**	**1**	**0.0**	**0.0**
29.	**Stevens Point, Wis.**	**0**	**2**	**0**	**0.0**	**0.0**
30.	Annapolis, Md.	0	0	2	0.0	0.0
31.	**Norfolk, Neb.**	**0**	**1**	**1**	**0.0**	**0.0**
32.	Beaver Dam, Wis.	0	0	1	0.0	0.0
33.	Iron Mountain, Mich.	0	0	0	0.0	0.0
34.	**Fort Madison, Ia.**	**0**	**2**	**0**	**0.0**	**0.0**
35.	Mamaroneck, N. Y.	0	0	2	0.0	0.0
36.	**Wallingford, Conn.**	**0**	**3**	**5**	**0.0**	**0.0**
37.	**Messena, N. Y.**	**0**	**1**	**0**	**0.0**	**0.0**
38.	**Ironwood, Mich.**	**0**	**0**	**0**	**0.0**	**0.0**
39.	**Virginia, Minn.**	**0**	**2**	**0**	**0.0**	**0.0**
40.	**Beacon, N. Y.**	**0**	**1**	**2**	**0.0**	**0.0**
41.	Ridgefield Pk., N. J.	0	0	1	0.0	0.0
42.	Shelton, Conn.	0	0	2	0.0	0.0
43.	**Webster, Mass.**	**0**	**1**	**0**	**0.0**	**0.0**
44.	Donora, Pa.	0	0	0	0.0	0.0
45.	Lake Charles, La.	1	0	4	0.6	4.7
46.	**Ventura, Calif.**	**1**	**2**	**3**	**0.9**	**6.4**
47.	Las Vegas, Nev.	1	2	1	0.9	8.7
48.	Bloomington, Ind.	1	0	1	0.9	4.9
49.	**Salisbury, N. C.**	**1**	**2**	**2**	**1.0**	**4.0**
50.	Mankato, Minn.	1	0	1	1.1	6.4
51.	**Waukesha, Wis.**	**1**	**6**	**1**	**1.1**	**4.3**
52.	**Manitowoc, Wis.**	**1**	**6**	**6**	**1.1**	**4.1**
53.	Ponca City, Okla.	1	0	3	1.1	6.0
54.	Parma, Ohio	1	1	8	1.2	6.1
55.	**New Kensington, Pa.**	**1**	**2**	**3**	**1.2**	**4.1**
56.	Endicott, N. Y.	1	0	2	1.2	5.6
57.	**Granite City, Ill.**	**1**	**5**	**1**	**1.2**	**4.0**
58.	Port Chester, N. Y.	1	1	3	1.2	4.3
59.	**Billings, Mont.**	**2**	**4**	**2**	**1.3**	**8.6**
60.	La Grange, Ill.	1	0	1	1.3	9.5
61.	**Winona, Minn.**	**1**	**4**	**0**	**1.3**	**4.4**
62.	Owosso, Mich.	1	0	4	1.4	6.2
63.	Klamath Falls, Ore.	2	0	0	1.5	12.1
64.	**Muskegon Hts., Mich.**	**1**	**2**	**2**	**1.5**	**5.7**
65.	Streator, Ill.	1	0	2	1.5	5.1
66.	Stillwater, Okla.	1	0	0	1.5	9.9
67.	Peru, Ind.	1	0	4	1.5	6.7
68.	Johnson City, N. Y.	1	0	0	1.5	5.6
69.	**Kinston, N. C.**	**1**	**2**	**0**	**1.6**	**6.5**
70.	**Monroe, Mich.**	**2**	**3**	**5**	**1.7**	**10.8**
71.	Orangeburg, S. C.	1	1	2	1.7	9.5
72.	McAlester, Okla.	1	0	1	1.8	5.1
73.	Bristol, Pa.	1	1	0	1.8	7.5
74.	**Barberton, Ohio**	**2**	**12**	**5**	**1.9**	**8.3**
75.	**South Orange, N. J.**	**1**	**2**	**0**	**1.9**	**7.3**
76.	Sweetwater, Tex.	1	1	0	1.9	9.6
77.	Birmingham, Mich.	2	0	2	2.0	15.7
78.	Winnetka, Ill.	1	0	0	2.0	7.8
79.	**East Moline, Ill.**	**1**	**2**	**1**	**2.1**	**8.1**

		Twelve Months			1949 Reg. Rate	1949 Pop. Rate
		1949	1948	1947		
80.	Austin, Minn.	2	1	0	2.1	8.1
81.	Linden, N. J.	2	2	4	2.2	8.5
82.	Needham, Mass.	1	0	3	2.3	8.1
83.	**Elmwood Park, Ill.**	**1**	**2**	**1**	**2.3**	**7.3**
84.	**Ansonia, Conn.**	**1**	**2**	**2**	**2.3**	**4.9**
85.	Rock Hill, S. C.	2	0	1	2.4	13.5
86.	Sumter, S. C.	2	0	3	2.5	12.6
87.	Vancouver, Wash.	3	4	4	2.5	21.3
88.	**La Salle, Ill.**	**1**	**2**	**0**	**2.6**	**7.8**
89.	Walla Walla, Wash.	3	3	3	2.7	16.6
90.	**Chicago Heights, Ill.**	**2**	**6**	**4**	**2.7**	**8.9**
91.	**Daytona Beach, Fla.**	**3**	**11**	**4**	**2.7**	**13.3**
92.	**Kingsport, Tenn.**	**3**	**4**	**3**	**2.8**	**18.5**
93.	**Shaker Heights, Ohio**	**2**	**3**	**2**	**2.8**	**8.5**
94.	Two Rivers, Wis.	1	1	1	2.9	8.3
95.	Astoria, Ore.	1	1	2	3.0	18.2
96.	**Janesville, Wis.**	**3**	**5**	**3**	**3.1**	**12.1**
97.	Sterling, Ill.	2	0	1	3.3	17.5
98.	**Rapid City, S. D.**	**3**	**4**	**0**	**3.3**	**21.7**
99.	Butler, Pa.	4	3	5	3.4	16.3
100.	Griffin, Ga.	2	2	4	3.4	12.3
101.	Ashland, Wis.	1	0	2	3.4	6.9
102.	**So. St. Paul, Minn.**	**2**	**3**	**0**	**3.4**	**16.8**
	All cities in this group				2.1	9.1
103.	Cranford, N. J.	2	1	5	3.5	15.5
104.	Millville, N. J.	2	1	4	3.5	12.7
105.	Arkansas City, Kans.	2	1	1	3.6	15.6
106.	East Liverpool, Ohio	3	0	2	3.7	12.7
107.	**Aipena, Mich.**	**2**	**3**	**0**	**3.7**	**14.1**
108.	Redlands, Calif.	3	2	9	3.9	16.2
109.	Chillicothe, Ohio	4	3	3	4.1	19.9
110.	Frankfort, Ind.	3	3	1	4.1	21.1
111.	Norwich, Conn.	4	3	3	4.1	16.9
112.	Derby, Conn.	1	2	0	4.1	9.2
113.	Holland, Mich.	5	0	4	4.2	34.2
114.	Benton Harbor, Mich.	5	4	2	4.5	29.9
115.	Connersville, Ind.	3	3	0	4.5	23.3
116.	Hawthorne, N. J.	2	2	0	4.7	14.9
117.	La Porte, Ind.	4	3	2	4.7	19.0
118.	Fostoria, Ohio	3	0	1	5.0	18.5
119.	Highland Park, Ill.	3	2	2	5.1	20.7
120.	**Calumet City, Ill.**	**2**	**4**	**12**	**5.2**	**15.2**
121.	**Vincennes, Ind.**	**5**	**6**	**3**	**5.6**	**27.5**
122.	Jacksonville, Ill.	4	3	0	5.8	20.2
123.	Gardner, Mass.	3	2	3	5.9	14.1
124.	Logan City, Utah	3	3	0	6.0	25.2
125.	Grosse Pointe Park, Mich.	4	2	0	6.1	31.3
126.	Hazel Park, Mich.	4	0	4	6.2	24.0
127.	Willimantic, Conn.	3	1	2	6.6	24.8
128.	Brookfield, Ill.	3	2	0	7.1	27.8
129.	Niles, Ohio	4	3	1	7.3	24.5
130.	Fort Myers, Fla.	5	4	0	7.7	39.1
131.	Bristol, Va.	3	2	0	7.9	19.4
132.	Rahway, N. J.	6	5	3	7.9	34.3
133.	Atchison, Kans.	4	1	0	8.0	28.4
134.	So. Milwaukee, Wis.	3	0	1	9.3	27.0
135.	Saugus, Mass.	6	2	5	13.8	40.5
	CANADIAN CITIES					
	Montreal, Que.	81	103	70		9.2
	Winnipeg, Man.	26	19	16		11.9
	Vancouver, B. C.	36	28	42		13.3

1949 Traffic Toll—31,500

From Page 34

Cincinnati, Ohio	—39%
Miami, Fla.	—30%
Minneapolis, Minn.	—28%
New Orleans, La.	—27%
Toledo, Ohio	—27%
Birmingham, Ala.	—27%
Omaha, Nebr.	—26%
San Antonio, Texas	—25%
Oklahoma City, Okla.	—25%
Columbus, Ohio	—24%
Dallas, Texas	—23%
St. Paul, Minn.	—20%
Memphis, Tenn.	—19%
Seattle, Wash.	—19%
Louisville, Ky.	—18%
Houston, Texas	—18%
Pittsburgh, Pa.	—17%
Oakland, Calif.	—17%
Chicago, Ill.	—16%
St. Louis, Mo.	—15%
Akron, Ohio	—15%
Detroit, Mich.	—12%
Providence, R. I.	—12%
Indianapolis, Ind.	—11%
Rochester, N. Y.	—11%
Buffalo, N. Y.	—10%
Long Beach, Calif.	—10%
Dayton, Ohio	— 9%
Los Angeles, Calif.	— 8%
Cleveland, Ohio	— 7%

Fifty-three cities went through the entire year without a single traffic accident fatality. The largest of these was Great Falls, Mont. Second largest was Ann Arbor, Mich., and the third in size was Stratford, Conn.

Leading cities in each size group ranked according to their registration death were:

	1949 Reg. Rate	1949 Pop. Rate
Over 500,000 Population		
Minneapolis, Minn.	2.3	7.3
San Francisco, Calif.	2.3	6.4
Buffalo, N. Y.	3.0	7.2
200,000-500,000 Population		
Oklahoma City, Okla.	1.6	5.9
Providence, R. I.	1.9	5.5
Kansas City, Mo.	2.0	6.0
100,000-200,000 Population		
Savannah, Ga.	1.0	2.4
Waterbury, Conn.	1.1	2.8
Grand Rapids, Mich.	1.2	6.1
50,000-100,000 Population		
Lakewood, Ohio	0.4	1.4
Evanston, Ill.	0.5	1.4
New Britain, Conn.	0.5	1.3
25,000-50,000 Population		
Ann Arbor, Mich.	0.0	0.0
Great Falls, Mont.	0.0	0.0
Rochester, Minn.	0.0	0.0
10,000-25,000 Population		
Richland, Wash.	0.0	0.0
Kenmore, N. Y.	0.0	0.0
Uniontown, Pa.	0.0	0.0

Name New ASA Directors

The American Standards Association recently announced election of three new members of its board of directors, for terms of three years each. Maurice Stanley, chairman of the board, Fafnir Bearing Co., represents the Anti-Friction Bearing Manufacturers Association, Inc.; B. S. Voorhees, vice president of the New York Central System, represents the Association of American Railroads; and Colonel J. G. Vincent, vice president, Packard Motor Car Company, represents the Automobile Manufacturers Association.

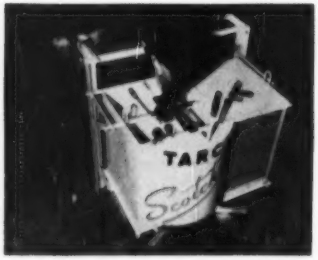
In addition, E. E. Potter, vice president of the General Electric Company, has been named by the National Electrical Manufacturers Association to fill out the unexpired term of Clarence L. Collens, who has just retired as chairman of the Reliance Electric and Engineering Company. Miss Ardenia Chapman, dean of the College of Home Economics, Drexel Institute of Technology, Philadelphia, is completing the unexpired term of Mrs. Carol Willis Moffett, well known for her work with the American Home Economics Association, as member-at-large.

NEW PRODUCTS

Manufacturers are invited to send in announcements of new products, or improved special features. Only items which can be considered as "news" to our readers will be published. Further information on these new products and equipment may be obtained by writing direct to the manufacturer. It will help in identifying the product to mention these announcements.

Chemical Spreader

A metering dispenser for adding the recommended amount of the rust inhibitor "Banox" to salt is announced by the Tar-



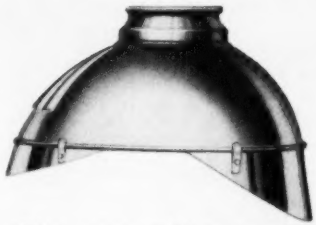
rant Manufacturing Co., Saratoga Springs, N. Y. Designed for use as an attachment to the company's "Scotchman" Chemical Spreader, the new dispenser permits addition of Banox in the proper amount while the truck carrying the spreader is in operation.

Banox is a rust inhibitor to be added to de-icing salt. The dispenser has a capacity of 23 pounds of Banox. It is made of painted steel, with stainless steel valve. A cover on the hopper protects the rust inhibitor between uses. The new dispenser is demountable and may be removed easily and quickly when the chemical spreader is to be used for dispensing materials other than de-icing salt.

New Line Material Products

Line Material Co., Milwaukee 1, Wis., announce a new combination Expulsion Arrester and Open Link Fuse Cutout designed for low-cost protection of conventional distribution transformers on rural lines with ratings of 7200/12470 and 7620/13200 volts, grounded Y. The new Type "PF3" Expulsion Arrester provides low impulse sparkover voltage and exceedingly high discharge current characteristics which provide the best possible transfomer protection. The Open Link Fuse Cutout features a 6-inch petticoat, wet process porcelain insulator which adds sturdiness and rigidity to the combination.

A new Stainless Steel Reflector is another product announced by Line Material Co. which is essentially recommended for residential street lighting. The physical properties of Grade 18-8, Type 302 Stainless Steel, of which the reflector is made, provides strength and permanence and assures highly efficient, low-cost service. The lighting characteristics of the Directolite are gained through an electro-

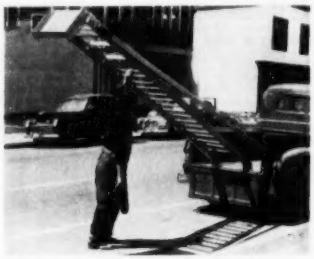


polishing treatment which assures a high utilization of light on the street surface.

The reflector is asymmetric in design and provides an I.E.S. Type II light pattern. It is available with a complete line of collars for attachment to porcelain and metal heads in which correct focal position is obtained with normal settings for 1,000 and 2,500 lumens, 5⅜" light center series lamps or 5¼" light center multiple lamps.

Aluminum Service Ladder

Another product announced by this company is their new aluminum service ladder which is all aluminum, and truck-mounted for use by the operator who does not require a standard ladder truck for street lighting maintenance. Any ordinary truck may be converted into a luminaire-servicing unit by merely mounting the ladder on the truck bed. All rungs of the ladder are corrugated to assure safe climbing and the last two rungs at the top are flat, which provides for steady footing while servicing. Eight insulating units are located at strategic points on the ladder and ladder guys.



The ladder is mounted at an 18° angle from the rear of the truck bed so that the luminaires can be serviced even though automobiles are parked in the vicinity or some other obstruction presents itself. With this arrangement, the truck may be positioned in either the street (perpendicular to the curb line) or parallel to the curb. There are two sections to the ladder, 12 feet and 14 feet, and when fully extended, luminaires up to 25 feet from the ground can be reached.

News Items

W. H. Johnson, General Sales Manager of International Meters, Inc., Elmira, N. Y., announces the appointment of Harold P. Hallock as a distributor for Alfco Twin Automatic Parking Meters. His territory includes New Jersey, Maryland and Washington, D. C. Mr. Hallock is known in the municipal field as a distributor of traffic and hospital equipment. He has specialized in parking meter distribution and in traffic engineering for control of both on and off-street parking. His office is located at 41 East 42nd Street, New York 17, N. Y.

"JUST THE TICKET"

PICTURE THAT ACCIDENT *right* ON THE SPOT!

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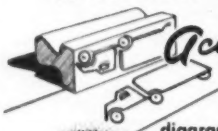

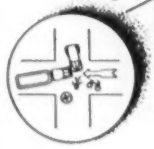

YES, you can quickly and accurately diagram on the spot, the location of all cars, pedestrians, etc. These stamps picture 11 types of vehicles, also pedestrian, bicycle, arrow, etc. Compact kit includes Stamp Pad.

LARGE KIT for Court Cases, etc., $5.00

Smaller Kit fits Accident Reporting Forms, $2.00

Send Check or Money Order

FORBES STAMP CO.

GRAND RAPIDS 2, MICHIGAN

V. B. Day, Executive Vice President of the Bear Manufacturing Co., Rock Island, Ill., heads the Executive Committee of the Equipment and Tool Institute for the year 1950 as Committee Chairman. He is succeeding H. B. Barrett, President of the Barrett Equipment Co. of St. Louis.

The Bear Manufacturing Co. recently dedicated a new automotive Safety Service School Building, to house its 20-year old school of wheel alinement and frame straightening.

Predict 1950 Production of 5,402,000 Vehicles

Consensus of 27 Detroit automotive writers is that 5,402,000 vehicles will be built in 1950—including 4,438,000 passenger cars and 964,000 trucks and buses, according to *Automobile Facts*, publication of the Automobile Manufacturers Association.

The forecasts, which are made each year by the writers, would place 1950 output below the record 1949 level but above any other previous year.

About 6,250,000 vehicles were built in U. S. in 1949, including about 5,120,000 cars and 1,130,000 trucks and buses. The total far exceeded the writers' forecast for 1949.

In the five prewar years of 1937 through 1941, the industry averaged 3,256,000 passenger cars and 781,000 trucks and buses yearly.

NATA Views Own New Color-Sound Safety Film

A new color-sound moving picture, featuring the pictorial record of the activities of the Accident Prevention Division of the National Automobile Transporters Association, was previewed in Detroit recently by the officers and board of directors of the association.

W. H. Boutell, NATA board chairman, stated that the film, "Industry in Action," will be shown nationally before industrial, transportation industry, civic and educational groups.

Penn State Offers PM Supervisor Course

A 40-hour course for motor vehicle maintenance supervisors is scheduled for the Penn State campus, State College, Pa., March 6-10.

This fifth annual Motor Vehicle Maintenance Supervisors Course is designed for fleet owners, managers, supervisory personnel and others responsible for fleet maintenance programs. It is not meant for the mechanic.

Among speakers will be representatives of vehicle and parts manufacturers and representatives of fleets which have recognized overall maintenance programs.

The entire course deals with accident reduction and lowering maintenance costs.

For further information, write Prof. Amos E. Neyhart, Institute of Public Safety, The Pennsylvania State College, State College, Pa.

Plum Named to International Road Post

John P. Plum, 34, on the editorial staff of the *Washington Times-Herald* since 1943, has been appointed director of information for the International Road Federation, Robert O. Swain, executive director of the federation, announced.

International Road Federation headquarters are in Washington, D. C. The organization serves as a clearing house for good roads associations in 38 countries throughout the world. It is sponsored by American automobile, petroleum, rubber and road equipment industries.

FORECAST

Rain

Will your school safety patrol be adequately protected against those rain and sleet storms of late winter? They should be properly equipped and protected against the bad weather ahead.

"RAINFAST" coats and hats offer this needed protection. They are absolutely waterproof, made of 100% all rubber with vulcanized seams for added wear.

They are dead white, giving an added safety factor on dark days when there is limited visibility. Also available in yellow and in black, they have school, city or sponsor's name on back.

Send for our latest catalog. It includes the many necessary items for outfitting your safety patrol:

- **ARM BANDS**
- **OVERSEAS CAPS**
- **PATROL BUTTONS**
- **FELT EMBLEMS**
- **CAUTION FLAGS**
- **BADGES**
- **RUBBER FOOTWEAR**
- **WINTER WEAR**
- **and the "CORPORAL DIGBY" Safety Sentinel**

Here is another safety aid in the colorful aluminum arm bands that come in red and silver. Curved to fit the arm, they have a leather strap that fastens even over bulky winter clothing.

"America's largest Safety Patrol Outfitters"

Graubard's

266 MULBERRY ST. NEWARK 2, N. J.

TRADE PUBLICATIONS

There is a wealth of valuable and interesting information in the catalogs and publications listed below. They form splendid additions to your reference library, affording an opportunity to keep abreast of safety equipment. The coupon below will bring FREE to those responsible for the recommendation or purchase of equipment any or all of the catalogs listed.

1. **Off-Street Parking Meters:** Bulletin DU-505 describes meters for off-street metered parking that registers coin-purchased time up to 12 hours per setting. Mechanical parts are similar to on-street units, simplifying maintenance and servicing, where communities have both types. *Dual Parking Meter Co.*

2. **"Grade Crossing Safety Is Your Business":** Brochure 748-PS2, a 24 page booklet on grade crossing signals that provide automatic, unfailing operation on a closed circuit principle. *Western Railroad Supply Co.*

3. **Tire Chains:** Information on specially designed reinforced tire chains for trucks, buses and cars. Indispensable for heavy hauling, they give safe, sure resistance to side skidding, and offer more traction. *American Chain & Cable Co.*

4. **Controllers:** Bulletin E10 gives complete details on controllers with one, two or three dials that have the equivalent of three separate controllers for each intersection, and accomplish triple offset and total time cycle on each dial. *Eagle Signal Corp.*

5. **Safety Lane Equipment:** Details on how you can set up a life-saving vehicle inspection program in your city or state. Equipment includes headlight, brake and wheel alignment testers. *Weaver Mfg. Co.*

6. **"You Can Reduce Traffic Accidents":** A folder explaining how traffic accidents can be reduced with the breath test for alcohol, a simple, portable apparatus for the measurement of intoxication by analysis of the breath. Accurate, rapid and scientific, it does away with guess work, distinguishing between the guilty and the innocent. *Stephenson Corp.*

7. **Directional Signals:** Illustrated catalog on directional signals that do away with turning guesswork. It helps reduce the dangers of hazardous driving, allowing the driver to keep his hands on the wheel at all times. *Yankee Metal Products Corp.*

PUBLIC SAFETY FEBRUARY, 1950
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Please have sent to me the publications checked.

1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐

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Western Railroad Supply Co. ..... I.F.C.

Green Cross News

From Page 19

City Sectional Contest

The Safety Division of the Evansville, Ind., Chamber of Commerce has started an "Intra-City Traffic Safety Contest." The city has been divided into four sectors, one of which is the downtown area. The leading civic group in each sector has agreed to sponsor the year's competition for its area. The contest is based on the number of reportable traffic accidents. A trophy will be passed around each month to the sector making the best record and at the end of the year the sector that has made the best record during the 12 months period will receive permanent possession of the trophy.

Parking Meters Sell Safety

Boy Scouts of Spokane recently distributed 16,000 leaflets to passengers as they stepped from buses, warning them as pedestrians to "play it safe." In addition, cut-out car tags with similar wording were hung on several thousand parking meters as reminders to the motorists as they dropped their coins in the meters. This citywide appeal was sponsored by the Spokane Area Safety Council in cooperation with the Spokane Police Department. The Racine County Safety Council also made use of meter tags recently, attaching several thousand diagonally-shaped pedestrian warning cards, printed in red and black, on parking meters.

Trailer Coverage

Manager George Burns of the Kansas City Safety Council reports that the new Skouras movie trailers released a few months ago by the West Coast Fox Film organization were used in 18 Kansas City motion picture houses during October and November. The council sent a letter of appreciation to Charles P. Skouras, head of the Skouras organization whose active interest in the safety cause led to the making of the series of 14 dramatic traffic safety sermonettes.

Los Angeles Meeting

With Hollywood star Jack Carson doing the "emcee" job, Eddie Cantor scheduled for an important safety talk and other motion picture and radio personalities adding action, color and music, the annual meeting of the Los Angeles Chapter NSC was held in the Ambassador Hotel's famous "Cocoanut Grove" Monday evening, January 16.

Several surprise awards were given out by NSC President Ned H. Dearborn, who presented Council's Certificate of Merit for "Exceptional Service to Safety" to Roy Rogers, famous cowboy star and Bill Goodwin, widely known radio announcer and actor. Goodwin is the retiring chairman of the National Safety Council's Motion Picture and Radio Committee and Jack Carson was recently chosen as his successor.

President Jim Bishop, of the Los Angeles Chapter, presided and Major General Philip B. Fleming, general chairman of the President's Highway Safety Conference, presented the Industrial Contest awards.

The annual report of Chapter Presiden Bishop indicated great progress in the Chapter's programs and accomplishments during the past year and was received with enthusiasm. Mr. Bishop was re-elected president of the Chapter, and other officers were chosen for 1950.

National Committee for Traffic Safety Meets

The advisory, financial and executive committees of the National Committee for Traffic Safety will meet in the headquarters of the National Education Association, 1201 Sixteenth Street, N. W., on March 8th, one day in advance of the annual meeting.

The annual meeting of the NCTS will be held at the Hotel Statler, Washington, D. C., on March 9, starting at 10 a.m., luncheon at 1 p.m. The luncheon speaker will be Dr. Clarence C. Little, director of the Roscoe B. Jackson Memorial Laboratory, Bar Harbor, Me. Dr. Little was formerly president of the Universities of Michigan and of Maine. The meeting will be adjourned at 2:45 p.m. so that delegates can make train connections out of Washington that night.

* * *

The most effective and enlightening form of adult education for the average individual will continue to be a swift kick in the pants.

—The Shield, Indiana State Police Magazine

Better start doing this to part of your money

YOU KNOW how money is!

Today it's in your hand, and the next day it *isn't!*

A lot of people, however, have found an excellent way to make certain they will have money when they need it most.

They *salt* away part of their pay each week in U. S. Savings Bonds through the Payroll Savings Plan where they work.

They know that saving this way assures them of the money for a down payment on a new home . . . a new car . . . or retirement when the time comes.

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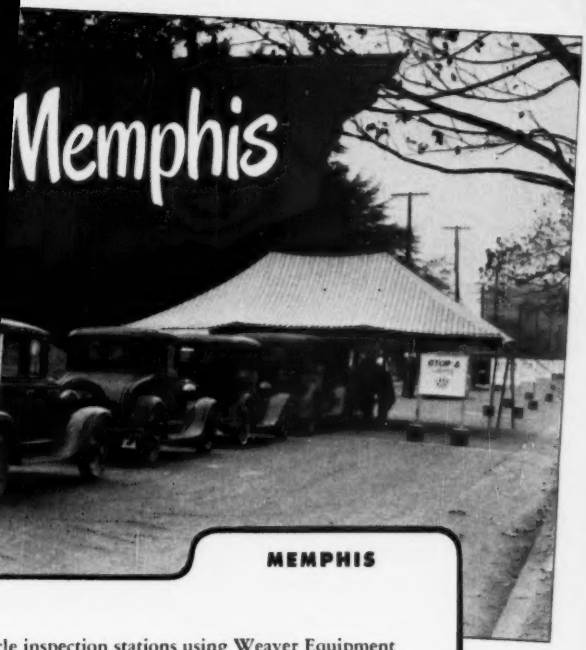

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